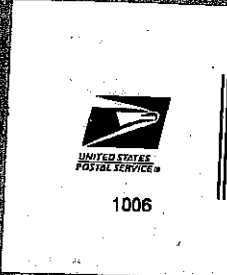


Scott Brasington
5409 Overseas Hwy #207
Miami Beach, FL 33139



MR. M. DiNello
17807 Dreyfus Hill Road
Golden, Colorado
80403

Please let me know when
you get this.

Thanks.

Scott Brasington
410 279 7186

scotb1@cablespeed.com

LIVERY DAY: 09/28/20

TRACKING® NUMBER



82 0268 2210 98

RESTRICTED (WHEN FILLED IN)

REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 83-14 and AF Manual 64-5, "Aircraft Accident Investigators' Handbook." Fill in all spaces applicable. If additional space is needed, use additional sheets and identify by proper section letter and subsection number.

Section A - GENERAL INFORMATION (COPY OF ORIGINAL)

1. PLACE OF ACCIDENT: State, county, nearest town - Distance and direction to accident
Colo., Jefferson, Golden, Colo. 3 MI. N. W.

2. NEAREST AIRPORT Suitable for landing this plane - Distance and direction to airport
Lowry AFB, 25 MI. W. W.

3. ELEVATION ABOVE M.S.L. at accident scene
8900'

4. DATE OF ACCIDENT
8 Apr 52

5. HOUR AND TIME OF DAY
1957 10:17

6. WEATHER
 Day Night Dawn Dusk

7. FIRST OCCURRENCE OF ALL ISSUES INDICATED IN SECTION B (When separate pages for each aircraft)
None

8. INCIDENT TO FLIGHT
 NOT INCIDENT TO FLIGHT

9. CLASSIFICATION OF ACCIDENT:
 a. Major Minor IPR IPR IPR

10. CLEARANCE:
 a. From **Fairfax Municipal**
 b. To **Lowry AFB, Colorado**

11. AIRFIELD OF LAST TAKEOFF
Fairfax Municipal

12. DEPARTURE OF FLIGHT FROM LAST TAKEOFF
2:35

13. MODE OF FLIGHT
Instrument Flight

14. ACTIVITY AIRCRAFT WAS ENGAGED IN JUST PRIOR TO ACCIDENT
Instrument Flight

Section B - AIRCRAFT

1. AIRCRAFT No. **44-31015A**

2. TYPE, MODEL, SERIES AND BLOCK No. **TR-25J-30NC**

3. ORGANIZATION REPORTING ACCIDENT OR AF-HP REPORT

Major Command **ATRC** Squadron **CCR Tng AF** AF Wing **3510th CCR Tng Wg**

4. TECHNICAL OPINIONS affecting this aircraft were not completed with at time of accident. (List number and title of these T. O.'s on separate sheet.)

Group Number and Type **3510th WAS Wg** Squadron (or Unit) **0315th Maint** Base **Randolph AFB, Texas**

Section C - OPERATOR (Part of report at time of accident)

1. LAST NAME (Jr., II, etc.) **Wilcox, Arthur Bart** FIRST NAME **Arthur** MIDDLE NAME **Bart** GRADE **Captain** COMPONENT **USAF** SERIAL No. **17452A** NATIONALITY AND RACE **Amer W** YEAR OF BIRTH **1923**

2. ASSIGNED BASE **Randolph AFB, Tex** MAJOR COMMAND **ATRC** SQUADRON **CCR Tng** AF WING **3510th CCR Tng** SQUADRON OR UNIT **3511th CCR Tng Hq Sqdn Sec**

3. ATTACHED BASE FOR FLYING **Randolph AFB, Tex** MAJOR COMMAND **ATRC** SQUADRON **CCR Tng** AF WING **3510th CCR Tng** SQUADRON OR UNIT **3511th CCR Tng Hq Sqdn Sec**

4. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED **Pilot - 4 June 1946** 5. PRESENT AERONAUTICAL RATING AND DATE RECEIVED **Pilot 4 June 1946** 6. PRIMARY DUTY ASSIGNMENT **Instr. Pilot**

OPERATOR'S FLYING EXPERIENCE (Including Civilian)

7. Type of Instrument Class **Green** EXPIRATION DATE **28 Oct 52**

8. TOTAL PILOT (1st Pilot, Co-pilot, Command Pilot, etc.) HOURS **2928**

9. TOTAL 1st PILOT HOURS **2219**

10. 1st PILOT HOURS LAST 90 DAYS **124:05**

11. 1st PILOT HOURS LAST 30 DAYS **42:35**

12. 1st PILOT HOURS THIS MODEL (B-25, F-51, etc.) **1012**

13. OTHER PILOT HOURS (C-47, C-54, etc.) THIS MODEL **123:50**

14. 1st PILOT HOURS LAST 90 DAYS THIS MODEL **43:40**

15. 1st PILOT HOURS LAST 30 DAYS THIS MODEL **24:10**

16. TOTAL TIME SPENT IN AIR DURING 24 Hrs. PRIOR TO ACCIDENT **Unknown**

17. LIST BY TYPE AND MODEL 1st PILOT EXPERIENCE IN SIMILAR AIRCRAFT (to be B-25, 26, etc.) **None**

18. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE?
 No UNK Yes: Hood WEATHER
 If above answer is "Yes" or if accident occurred at night or during IPR weather or unknown conditions, fill in items below.

19. TOTAL 1st PILOT INSTRUMENT WEATHER HOURS **153**

20. TOTAL 1st PILOT INSTRUMENT HOOD HOURS **143**

21. 1st PILOT INSTRUMENT (Weather and Hood) HOURS LAST 6 MONTHS **16**

22. 1st PILOT INSTRUMENT (Weather and Hood) HOURS LAST 90 DAYS **14:05**

23. 1st PILOT NIGHT HOURS LAST 6 MONTHS **26:55**

24. 1st PILOT NIGHT HOURS THIS MODEL LAST 90 DAYS **14:05**

Section D - PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)

Duty Station of accident	NAME (Last name first)	Type of Aero. Rating (By "ind")	SERIAL No.	GRADE AND BRANCH OF SERVICE	COMPONENT (See AFM 63-3)	ORGANIZATIONAL ASSIGNMENT - Command, Subcommand, Group Number and Type, Base	Fatal, Major, Minor, Missing		Parachute Used	
							(a)	(b)	(c)	(d)
P	Wilcox, Arthur B, Jr	P	17452A	Capt-USA	USAF	ATRC-CCRTGAF, 3511th CCR Tng, Randolph AFB	X	X	X	X
OP	Smith, Morrill E.	P	40729256	1st Col-USA	USAF	" " " "	X	X	X	X
OP	Haghey, William R.	AO/B	15671A	Maj USAF	USAF	" " " "	X	X	X	X
OP	Markel, Eugene V.	AO/T	AG798687	Maj USAF	USAF	" " " "	X	X	X	X
OP	Ellenberg, Lorence G.	P	AC811012	Capt USAF	USAF	" " " "	X	X	X	X
OP	Brasington, Royce A.	None	AC1857019	2/Lt USAF	USAF	ATRC-CCRTng-3510th CCR Tng Wg, Randolph	X	X	X	X
OP	Wicks, Franklin E.	AC/B	AC175571	Capt USAF	USAF	" " " "	X	X	X	X
OP	Gelovsky, Andrew F	B		USAF	USAF	ATRC CCR Tng-3510th M&S, Randolph AFB	X	X	X	X
OP	Altgelt, John L.	CE	AF18067576	T/Sgt USAF	USAF	" " " "	X	X	X	X
OP	Dahl, David A.	M	AF19422375	A2C, USAF	USAF	Shaw AFB-TAG 363rd	X	X	X	X
OP	Vestal, Donald A.	None		Civ	USAF	3511th CCR Tng Wg, Randolph AFB	X	X	X	X

AF Form 14 1 JUN 49

Previous editions are obsolete. Replaces AF Form 14, 1 Jun 49, which is obsolete.

RESTRICTED

RESTRICTED (WHEN FILLED IN)

RESTRICTED

Section E - RATED PERSONNEL AT OTHER SET OF QUAL CONTROLS (Instructor, Copilot, etc.)

1. LAST NAME Smith	2. ASSIGNED TO Merrill	3. MAJOR COMMAND ATRC	4. GRADE 1st Col	5. SERVICE NO. READ AC 729256	6. DATE OF BIRTH Apr 1 1921
7. ATTACHED TO Randolph AFB	8. MAJOR COMMAND ATRC	9. GRADE CCR Tng	10. AF WING 3510th	11. GROUP NO. AND TYPE 3511th CCR Tng	12. SQUADRON OR UNIT Hq Sqdn Sec
13. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED Pilot 27 August 1942	14. PRESENT AERONAUTICAL RATING AND DATE RECEIVED Pilot 27 August 1942	15. PROMOTION AND ASSIGNMENT Comdt of Stu			

FLYING EXPERIENCE (Including Civilian)

1. TYPE OF INSTRUMENT CLASS White	2. EXPIRATION DATE 29 Sep 52	3. LIST BY TYPE AND MODEL 11P 5000	4. EXPERIENCE IN SIMILAR AIRCRAFT 11P 5000
5. TOTAL PILOT (1st Pilot, Copilot, Command Pilot, etc) HOURS 1768			
6. TOTAL 1st PILOT HOURS 920			
7. TOTAL HOURS (11P 5000) (Check applicable ones) 635			
8. PILOT HOURS LAST 90 DAYS 40			
9. 1st PILOT HOURS LAST 90 DAYS 24			
10. HOURS LAST 90 DAYS (11P 5000) 11			
11. PILOT HOURS LAST 30 DAYS 5			
12. TOTAL PILOT HOURS THIS MODEL (11-25, P-51, etc) 77:30			
13. 1st PILOT HOURS THIS MODEL 47:40			
14. HOURS THIS MODEL (11P 5000) 27:40			
15. TOTAL PILOT HOURS THIS MODEL LAST 90 DAYS 28:05			
16. 1st PILOT HOURS THIS MODEL LAST 90 DAYS 14:20			
17. HOURS THIS MODEL LAST 90 DAYS (11P 5000) 11			
18. TOTAL 1st PILOT INSTRUMENT WEATHER HOURS 42			
19. TOTAL 1st PILOT INSTRUMENT HOURS 75			
20. 1st PILOT INSTRUMENT (Weather and Hours) LAST 6 MONTHS 9			
21. 1st PILOT INSTRUMENT (Weather and Hours) LAST 90 DAYS 3			
22. TOTAL PILOT NIGHT HOURS LAST 6 MONTHS 19:35			
23. 1st PILOT NIGHT HOURS LAST 6 MONTHS 14:05			
24. NIGHT HOURS LAST 6 MOS. (11P 5000) 5:30			
25. TOTAL PILOT NIGHT HOURS THIS MODEL LAST 90 DAYS 5:50			
26. 1st PILOT NIGHT HOURS THIS MODEL LAST 90 DAYS None			
27. NIGHT HRS. THIS MODEL LAST 90 DAYS (11P 5000) 5:50			

Section F - DAMAGE

1. DESCRIBE BRIEFLY IN GENERAL TERMS THE EXTENT OF DAMAGE TO THE AIRLINE, ENGINES, AND PROPELLERS.
Aircraft was on an IFR flight and collided with mountain. Aircraft was completely destroyed

2. CHECK PROPER DAMAGE CATEGORIZATION
 None
 Minor
 Substantial
 Destroyed

3. PLANE OR WEAPONS WAS RETURNED TO AN AF BASE
 PLANE OR WEAPONS WAS LEFT AT SCENE OF ACCIDENT

4. DID PLANE DAMAGE REQUIRING ECONOMIC REPORT? Yes No

5. IF PLANE IS TO BE RECOVERED, ESTIMATE OFFICER'S ESTIMATE OF NUMBER OF MAN-HOURS REQUIRED FOR REPAIR
NA

6. WAS PRIVATE PROPERTY DAMAGED? Yes No

7. GIVE BELOW A REASONABLE ESTIMATE OF COST OF DAMAGE TO THE AIR FORCE
 COST OF DAMAGE TO AIRCRAFT: **130,349.**
 COST OF DAMAGE TO OTHER GOVERNMENT PROPERTY: **0.**
 COST OF DAMAGE TO PRIVATE PROPERTY: **Est. 300.**
 COST OF INJURY: **418,650.**
 COST-OTHER (Explosive Removal of bodies, wreckage disposal, etc): **130.**
549,729.

Section G - SPECIAL EQUIPMENT

1. Check boxes of special equipment which affected the accident.

<input type="checkbox"/> Radios	<input type="checkbox"/> Instruments	<input type="checkbox"/> Armament	<input type="checkbox"/> Equipment (See Clear Verbs Form Cover)
<input type="checkbox"/> Parachutes	<input type="checkbox"/> First Aid Kits	<input type="checkbox"/> First Aid Kits	<input type="checkbox"/> First Aid Kits

2. DESCRIBE BRIEFLY THE USE, NUMBER, MAKE, OR ABSENCE OF SPECIAL EQUIPMENT AFFECTED THE ACCIDENT.
None determined

Section H - WEATHER (See Form and photos of accident)

1. TIME
1500

2. ALTITUDE
15

3. WIND
NNE 12 knots

4. VISIBILITY
44

5. CLOUDS
34

6. OTHER WEATHER CONDITIONS
Est. 2500' overcast, Alt. 29.87

7. COMMENTS
Shower thru northwest 1030 LST Sequence

8. IF WEATHER OTHER THAN UNDESIRABLE WEATHER CONDITIONS FOR WHICH ISSUING OF THIS FORM IS A BASIS IN THE ACCIDENT, CHECK NUMBER OF WEATHER OFFICERS DESCRIBING WEATHER CONDITIONS AND HOW THEY PROBABLY CONTRIBUTED TO ACCIDENT.

Section I - CHECK LIST FOR ATTACHMENTS

<input type="checkbox"/> FORM 1	<input checked="" type="checkbox"/> EVALUATION	<input type="checkbox"/> PHOTOGRAPH
<input type="checkbox"/> FORM 1A	<input type="checkbox"/> WRECKAGE STATEMENT	<input type="checkbox"/> WRECKAGE STATEMENT
<input checked="" type="checkbox"/> LIST OF PERSONS INVOLVED	<input type="checkbox"/> WRECKAGE STATEMENT	<input type="checkbox"/> WRECKAGE STATEMENT
<input checked="" type="checkbox"/> DIAGRAM, MAP OF FLIGHT	<input type="checkbox"/> WRECKAGE STATEMENT	<input type="checkbox"/> WRECKAGE STATEMENT

RESTRICTED SECURITY INFORMATION

RESTRICTED

Section J - ACCIDENT TYPE (Check all applicable type as "Primary." Check all others applicable as "Secondary.")	Section K - PHASE OF OPERATION ANALYSIS (Check all applicable type as "Primary." Check all others applicable as "Secondary.")	
<input type="checkbox"/> Grounded on Water <input type="checkbox"/> Winch/Landing <input type="checkbox"/> Wheel on Landing <input type="checkbox"/> Hard Landing <input type="checkbox"/> Collapse of Landing Gear <input type="checkbox"/> Undetermined <input type="checkbox"/> Overweight <input type="checkbox"/> Nose Gear Nose Ups <input type="checkbox"/> Collision With Other Aircraft <input checked="" type="checkbox"/> Collision With Ground <input type="checkbox"/> Other Obstruction <input type="checkbox"/> Hit on Ball <input type="checkbox"/> Fire on Ground <input type="checkbox"/> Fire and/or Explosion in Air <input type="checkbox"/> Airframe Failure in Flight <input type="checkbox"/> Abandoned Aircraft <input type="checkbox"/> Probe on Int. Heat. Asst. Inst. <input type="checkbox"/> Other (List): Undetermined	<input type="checkbox"/> 1. ERRORS OF AIR CREW Missed Power Check of Thrust Limit Improperly Executed or Omitted Unproper Use of Fuel Gauges in Air Excessive Speed Checks of Aircraft Excessive Fuel Burns in Flight Failure to Follow or Intently Landing Gear Excessive Fuel Selected Unusable Terrain or Highway for Training or Landing Failed to Observe Fuel Flow Gauges Missed Power Failed to Lock Out Fuel Failed to Monitor Other Aircraft Instrument Failed to Monitor Airspeed/Fuel Flow Became Lost or Weather/Instrument Conditions VFR (or IFR) Unfavorable Weather Instrument Operation's Attention Instrument Failure Operator Aircraft in Hazardous Manner Made Inappropriate Flight Adjustments Attention Flight Decking Ability or Knowledge Failed to Use or Incorrectly Used Miscellaneous Equipment Other (List):	<input type="checkbox"/> 5. MATERIAL FAILURE - LANDING GEAR Main Landing Gear Nose Wheel or Tail Wheel Landing Gear Joints/Brackets Brakes Tires Cables Undetermined Not applicable <input type="checkbox"/> 6. MATERIAL FAILURE - EQUIPMENT AND ACCESSORIES Altimeter/Probe Radio Equipment Fuel/Gauge Hydraulic System Oxygen or Pressurization System Safety Equipment Instrument Cockpit Seat/Passenger/Fixture/Door Hazards Armament Other: Unknown <input type="checkbox"/> 7. WEATHER Low Cloud Smoke/Fog Rain/Fog Snow/Ice High Conditions Unfavorable Wind Conditions for Landing Tailwind or Turbulence Turbulence in Flight Winds Alight Thunderstorm Low Pressure Chart Other: 2200' and 20 miles <input checked="" type="checkbox"/> 8. LANDING AREA Wet Soft Snow Ice Rough Glassy Runway Low Sight Other Hazards Not applicable <input checked="" type="checkbox"/> 9. GROUND EQUIPMENT Airport Facilities Airport Equipment Arresting Device Fueling Services Other: Not applicable <input type="checkbox"/> 10. MISCELLANEOUS Fuel in Flight Path Fuel on Ground in Flight Path Other: Not applicable <input type="checkbox"/> 11. UNDETERMINED Not applicable Undetermined
<input checked="" type="checkbox"/> Section K - PHASE OF OPERATION (Check only ONE)	<input checked="" type="checkbox"/> 2. ERRORS OF OTHER PERSONNEL Aircraft Inadequately Maintained Aircraft Improperly Cleared for Flight Weather Incorrectly Forecast Improperly Operated Aids/Obst. Facilities Improperly Supervised Training (Ground Personnel) Improperly Supervised Training (Flight In- structors/Flight Leaders) Other (List):	<input type="checkbox"/> 3. MATERIAL FAILURE - POWER PLANT Cooling System Lubricating System Fuel System Engine Structure (Includes Jet Engines) Engine Control System Propeller and Propeller Accessories Supercharger (Reciprocating Engines only) Ignition System Engine Accessories Other: Undetermined: Not applicable
<input checked="" type="checkbox"/> Section L - CONDITIONS AFFECTING ACCIDENT (Check all applicable)	<input type="checkbox"/> Immediate Forced Landing <input type="checkbox"/> Precautionary Landing <input type="checkbox"/> Fuel Exhaustion <input checked="" type="checkbox"/> Engine Stoppage <input type="checkbox"/> Low <input type="checkbox"/> Pertinent T.O's Not Complied With <input type="checkbox"/> Other (List):	<input checked="" type="checkbox"/> Section M - VIOLATIONS (Check all applicable)
<input type="checkbox"/> Improper Traffic Procedure <input type="checkbox"/> Failure To Use Clearance <input type="checkbox"/> Unauthorized Low Flying <input type="checkbox"/> Instrument Flying or VFR Clearance <input type="checkbox"/> Unauthorized Formations <input type="checkbox"/> Other (List): Not applicable	<input checked="" type="checkbox"/> 4. MATERIAL FAILURE - AIR FRAME Flight Control System Wings, Rudder, and Flaps Control and Fairs Fuelage Other: Not applicable Undetermined	<input type="checkbox"/> 12. UNDETERMINED Not applicable

RESTRICTED SECURITY INFORMATION

RESTRICTED (WHEN FILLED IN)

RESTRICTED (WHEN FILLED IN)

RESTRICTED

Section D DESCRIPTION OF ACCIDENT

If in narrative form, in as much detail as necessary, everything that is known about the accident. Make certain that items checked on reverse side are justified by this narrative. If fire was involved in accident, explain in detail its origin and progress and steps taken to extinguish it.

TB-25 aircraft, Number 44-31015A departed Fairfax Airport, Kansas City, Kansas, at 0812 MST, 8 April 1952, on a VFR flight to Lowry Air Force Base. Estimated duration of flight 2:40. Crew of three (3) and eight (8) passengers. One enroute position report was received, reporting fifteen (15) miles north of Burlington, Colorado, 8,000 feet at 1002 MST. Aircraft contacted Denver Radio and reported forty-five (45) miles east of Denver at 1037 MST at 8,000 feet, and requested Denver weather and a change of flight plan to IFR at 9,000 feet to Lowry. Aircraft received 1029 MST sequence weather, and clearance to report entering control area. Aircraft contacted Denver Approach Control and reported twenty-five (25) miles east at 1044 MST. Aircraft was cleared to the ILS outer marker, Denver Low Frequency Range to maintain 9,000 feet. No delay expected. This was the last radio contact with aircraft. Pilot did not report any malfunctioning equipment, and contacts with both Denver Radio and Denver Approach Control were reported to be normal. Pilot was reported to be well versed in correct radio procedure. Aircraft is presumed to have crashed at 1047 MST. Point of crash - Golden Mountain, twenty-five (25) miles west northwest of Denver at 8,900 feet. Aircraft made contact with trees on mountain in level flight. Location of crash was plotted on an extension of flight line aircraft probably followed on flight from Fairfax to Denver Radio. No flight instruments were recovered. No indication of failure of power plant or other equipment. Aircraft proceeded beyond point to which cleared and crashed on approximately the heading and altitude which had been flown on latter portion of flight, under instrument conditions. Apparent cause: failure to properly utilize available radio navigational equipment to establish position, and error in navigational procedure. Aircraft was totally destroyed by impact and subsequent fire (which was confined to a fifty feet radius). (All eleven (11) crew members and passengers were instantly killed on impact.)

FINDINGS:

1. TB-25, Number 1015, was approximately nine (9) miles east of Denver Radio at 1037 MST, when position was given as forty-five (45) miles east of Denver.
2. The pilot apparently misinterpreted radio range signals, and made a mistake in dead reckoning calculations regarding his ground speed.
3. The pilot improperly used, or failed to use adequate radio facilities to correctly ascertain his position.

RECOMMENDATIONS for action to prevent similar accidents:

All pilots be rebriefed on accurately utilizing basic types of navigation (pilotsage, dead reckoning and radio, making use of all available radio aids and cross references) when flying in or toward mountainous terrain under IFR conditions.

Section F - AUTHENTICATION (Each investigating board member must sign below)

1. PERSONNEL RESPONSIBLE FOR THIS ACCIDENT HAVE BEEN ADVISED OF CONTENTS OF THIS REPORT NO RESTRICTION RESTRICTION STATEMENT ATTACHED

2. PERSONNEL RESPONSIBLE NOT AVAILABLE REASON: DEPARTED ON LEAVE OTHER (Specify)

BASE SUBMITTING REPORT	MEMBER (Name and Grade)	STATUS (Name and Grade)
LOWRY AIR FORCE BASE DENVER, COLORADO	RUSSELL W. WELLES, JR., Captain	FRANCIS W. COOKE, Captain
JOHN S. SPANGL, JR., Lt. Col.	LIOUCEL E. WOOD, Captain	OLIVER B. HERBERT, Captain

RESTRICTED SECURITY INFORMATION

RESTRICTED (WHEN FILLED IN)

MEDICAL REPORT OF AN AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 22-5, "Aircraft Accident Investigators' Handbook." Fill in all spaces applicable. If additional space is needed, attach sheets (if any) by proper section letter and subsection number.

RESTRICTED

Section A - GENERAL INFORMATION

1. STATION INVESTIGATING ACCIDENT Lowry AFB, Colorado	2. REGISTERED SERVICE OF AIRCRAFT Randolph AFB, Texas	3. APPROXIMATE DISTANCE OF ACCIDENT FROM INVESTIGATING STATION (Miles) 25 miles
4. PLACE OF ACCIDENT 10 miles N.W. of Golden, Colo.	5. PLATE TYPE, MODEL, SERIAL, SPECIAL NO. TB-25 J 30 NC 44-31015	6. TIME OF ACCIDENT 1047 MST
7. DATE OF ACCIDENT 8 April 1952		

8. BRIEF DESCRIPTION OF FACTORS AND EVENTS LEADING TO ACCIDENT

On 8 April 1952, Capt. Arthur B. Wilcox, pilot of B-25 enroute from Fairfax, Kansas City, Mo., requested change clearance from VFR to IFR flight plan to Lowry AFB. At this time, 1037 MST, he reported his position as 4.5 miles East of Denver at 9 MSL, aircraft made contact with Denver approach control at 1044 MST, 9 MSL, reporting 25 miles East of Denver. Aircraft was not heard from after last contact. Aircraft not located until 10 April 1952, at approximately 0800 hrs MST, when wreckage was sighted at following coordinates: 105° 28' W, 39° 50' N (approximately 8 miles WNW of Golden, Colo. at the 8900 ft level of Golden mountain. Subsequent investigation revealed crash occurred at 1047 MST. Impact with mountain in level flight at 200 MPH.

Section B - EQUIPMENT AND AIRCRAFT FACTORS

1. SEATS: NUMBER, FIXED <input checked="" type="checkbox"/> <input type="checkbox"/> No.	NUMBER, EJECTION SEAT <input checked="" type="checkbox"/> <input type="checkbox"/> None	NUMBER, FUEL TANK <input checked="" type="checkbox"/> <input type="checkbox"/> None	2. NUMBER OF PARACHUTES PROVIDED 13	NUMBER USED <input checked="" type="checkbox"/> <input type="checkbox"/> None
3. OXYGEN EQUIPMENT: TYPE Demand	SERVICE: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	USED THIS FLIGHT: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	TYPE MASKS: <input checked="" type="checkbox"/> <input type="checkbox"/> None	THE MASKS FIT PROPERLY: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
4. SAFETY BELTS: NUMBER STANDARD TYPE USED None	NUMBER IMPROVED TYPE USED None	5. ANTI-G SUITS: NUMBER AVAILABLE, USED None	NUMBER AVAILABLE, NOT USED <input checked="" type="checkbox"/> <input type="checkbox"/> None	<input checked="" type="checkbox"/> NOT AVAILABLE

9. SPECIAL FACTORS WHICH CONTRIBUTED TO OR PREVENTED INJURY: (List any items of personal or aircraft equipment, details of structure, incidents such as being trapped in plane, or any other factors which aided or impeded escape from aircraft.)

None

7. SPECIFICALLY DESCRIBE DAMAGE TO:

COCKPIT

Completely demolished. Jack boxes over pilot and co-pilot stations intact. Command set used ARC-3. No way of estimating operative efficiency. Switch found on "A", Pilot box on "H.F.", co-pilot box on "Command".

SEATS, SHOULDER HARNESS, SAFETY BELTS

All safety belts found either in ashes in relation to hurled bodies, or incorporated in macerated extremities of crushed remains, with exception described in Section "9".

CREW STATIONS (OTHER THAN COCKPIT)

Indistinguishable from other wreckage found, because of results of great impact and evidence of fire.

EMERGENCY EXIT, HATCHES

Escape hatch of left tail section still intact. Other escape hatches not found.

PASSENGER CABIN

Completely demolished by fire.

RESTRICTED

RESTRICTED (WHEN FILLED IN)

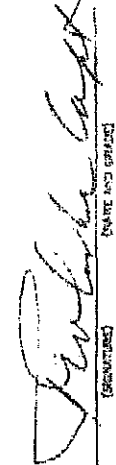
Section C - PERSONNEL INVOLVED - (NOTE: Form 148 must also be completed on all rated. Minor injuries, and on all other personnel with head or neck injuries, as defined in AF Reg. 63-14)

NAME AND RANK	HAVING BYPASS	HEIGHT	WEIGHT	AT TIME OF ACCIDENT		SHOULDER ELIENESS		SAFETY BELT		ESCAPE EQUIPMENT (Designation)	RESULT (1)
				Flight Duty	Body Position (1)	Location in Plane	At-Ready	Used	Failed		
WILCOX, Arthur B., Capt.	P	71½	191	P	Under- manned	Area of Pilot position (left)	Yes	Unk.	Yes	---	4
SMITH, Merrill E., Lt. Col.	P	67½	145	CP	"	Area of cockpit position (right)	Yes	Unk.	Yes	---	4
HAUGHEY, William R., Maj.	AO/B	67	162	X	"	Area of aft compartment.	Yes	Unk.	Yes	---	4
HARKEI, Eugene V., Maj.	AO/B	67½	135	X	"	Area of Nav. Bomb. Comp.	Yes	Unk.	Yes	---	4
EULENBERG, Lorence G., Capt.	P	71	201	I	"	Area of aft compartment.	Yes	Unk.	Yes	---	4
WICKS, Franklin T., Capt.	AO/B	69	140	RB	"	Area of rear cockpit.	Yes	Unk.	Yes	---	4
CELOVSKI, Andrew F., Capt.	AO/B	66½	142	X	"	Area of aft compartment.	Yes	Unk.	Yes	---	4
BRASINGTON, Boyce A., 2/Lt	None	71½	163	X	"	Area of rear cockpit.	Yes	Unk.	Yes	---	4
ALBERT, John M., T/Sgt	G.E.	64½	144	I	"	Area of rear cockpit.	Yes	Unk.	No	---	4
DAHL, David, Jr., A/2C	None	69	135	X	"	Area of extreme tail section.	Yes	Unk.	Yes	---	4
VESTAL, Donald A., C17.	None	66	150	X	"	Area of aft compartment.	Yes	Unk.	Yes	---	4

Section D - MEDICAL OFFICER'S RECOMMENDATIONS

Identification tags should always be worn by armed forces personnel.

1. Use following code numbers and letters for position of body: Seated (S); Erection (E); Prone (Pr); Furler (F); Crouched (C); - Facing Forward (FF); Facing Rear (FR);
 2. Use following code numbers to specify result to personnel: (1) No injury; (2) Minor injury (see Reg. 63-14); (3) Major injury (see Reg. 63-14); (4) Killed; (5) Missing.


 (SIGNATURE) DATE AND OFFICE

RESTRICTED
 SECURITY INFORMATION

RESTRICTED (WHEN FILLED IN)

RESTRICTED (When filled in)

MEDICAL REPORT OF AN INDIVIDUAL Involved in AF Aircraft Accident

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Investigators' Handbook." If additional space is needed, use section F hereof and/or additional sheets if necessary, identifying by proper section letter.

Section A.—GENERAL INFORMATION

1. LAST NAME WILCOX, ARTHUR	FIRST NAME A	MIDDLE NAME	2. SERIAL NO. 17152A	3. DATE OF ACCIDENT 8 Apr 1952	4. CREWMENT RATING AND DATE Pilot - 1 Jun 46	5. FLIGHT DUTY AT TIME OF ACCIDENT Pilot
6. DATE OF BIRTH 28 Oct 1925	7. PILOT'S PRIMARY DUTY: 1st Pilot	8. WAS PILOT ON FLYING STATUS WITH REGIONS? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	9. DATE GRANTED	FOR WHAT DEFECTS		
10. DATE OF LAST PHYSICAL EXAM. FOR FLYING Unknown	11. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT: ACTUAL _____ ESTIMATED _____ EXPLAIN: Deceased					
12. HOSPITALIZED: ACTUAL DAYS _____ EST. _____	13. IF FATAL, TIME AND DATE OF DEATH: 10:17 MST 8 April 1952			14. WAS AUTOPSY PERFORMED? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES IF YES, REPORT FULLY IN SECTION F.		
15. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH: Fracture skull, complete, accompanied by multiple fractures of long bones of body. Traumatic rupture of organs of body.				16. MEANS USED TO IDENTIFY BODY: ACD card Dental Identification records Personal effects.		

Section B.—PERSONAL FACTORS (Pilot or Crew Member Only)

Give in all available detail an account of factors in this individual's physical and mental condition which might have contributed to the accident, with particular emphasis on the preceding 48 hours. Include any indicated recommendations for changes in AF personnel policy.

Unknown.

RESTRICTED

SECURITY INFORMATION

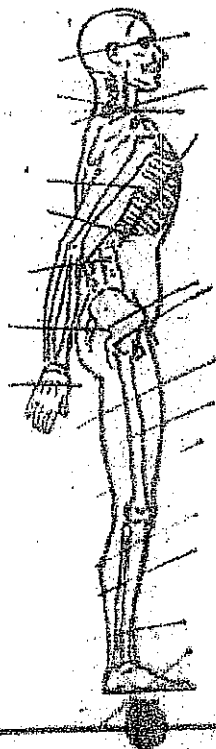
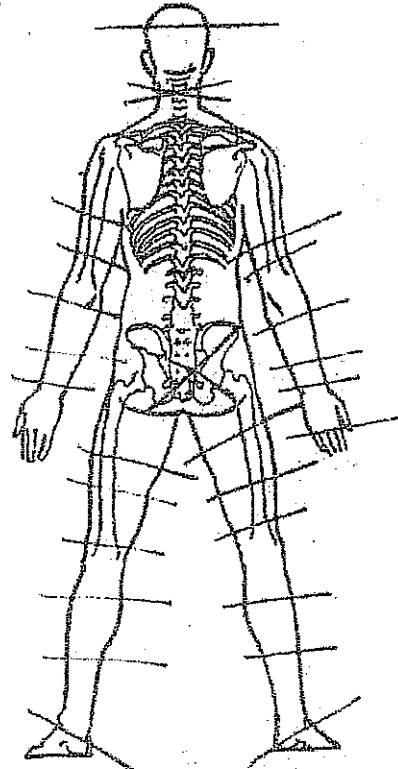
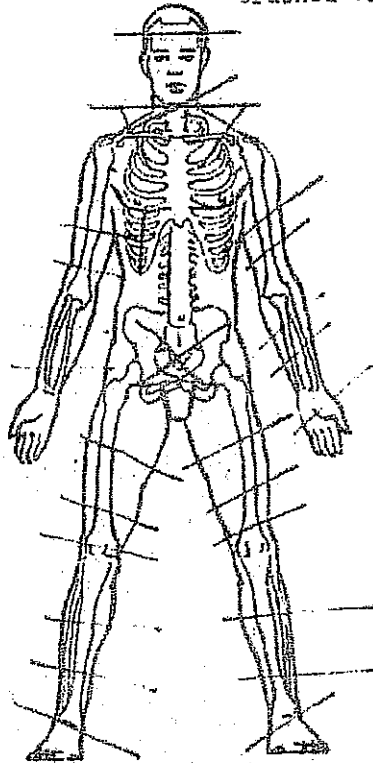
RESTRICTED (When filled in)

RESTRICTED (When filled in)

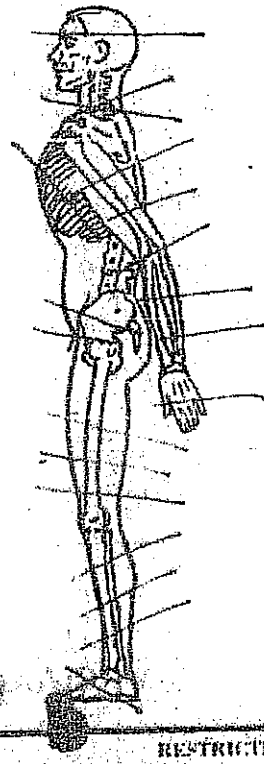
Section C. ~~DEGREES, BURNS, AND AMPUTATIONS~~

Indicate below to a left side of fractures, burns, and amputations. List all injuries according to existing regulations. Indicate the location of fractures, using arrows to most convenient side of manikin, and specify type, as Simple, Simple Compound, Compound, Compound C. Indicated.

Indicate area of burns on manikin and identify degree of burns on area as follows: 1st degree (1); 2d degree (2); 3d degree (3).
Crushed top of skull



Completely fractured body.



RESTRICTED
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

W.A.B.

Section D.—DIAGNOSIS

Describe in detail, according to existing regulations, all injuries or abnormal conditions NOT identified in section C hereof. Include comment on psychic or emotional effects, shock, etc., apparent at time of this report.

- 8000. Fracture, depressed, skull, compound with avulsion of cranial contents, Parietal, temporal and frontal bones involved.
- 8010. Fracture, compound, comminuted of all long bones of body with tearing of all arteries, nerves and muscles in relation to these bones.
- 8725. Rupture, traumatic, of abdomen, stomach, liver, spleen, intestines.

Section E.—STRUCTURES AND EQUIPMENT

Describe fully all plane structures or equipment which contributed to the injuries identified in sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Unknown.

RESTRICTED

SECURITY INFORMATION

DATE	GRADE	FLIGHT SURGEON OR AIDE	SIGNATURE
14 April 1952	Capt.	R. W. COOKE	<i>[Signature]</i>

RESTRICTED (When filled in)

SECRET

RESTRICTED (When filled in)

Section F.—Use this space for Report of Autopsy or for any extensions of preceding sections.

RESTRICTED

Not done.

RESTRICTED
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

MEDICAL REPORT OF AN INDIVIDUAL Involved in AF Aircraft Accident

RESTRICTED

Use this form in accordance with AF Reg. 2-11 and AF Handbook 2-1, Aircraft Accident Investigators' Handbook. If additional space is needed, use section F hereof and/or additional sheet(s) as necessary, identifying by proper section letter.

Section A.—GENERAL INFORMATION

1. LAST NAME SMITH,	FIRST NAME MERRILL	MIDDLE NAME E.	2. SERIAL NO. A0729256	3. DATE OF ACCIDENT 8 April 1952	4. CURRENT RATING AND DATE Pilot - 27 Aug 48	5. FLIGHT DUTY AT TIME OF ACCIDENT Co-Pilot
6. DATE OF BIRTH 29 Sep 1921	7. PILOT'S PRIMARY DUTY: MOS Pilot SER 2156	8. WAS PILOT ON FLIGHT STATUS WITH WEARERS? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		DATE GRANTED	FOR WHAT DEFECTS	
9. DATE OF LAST PHYSICAL EXAM. FOR FLYING Unknown.	10. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT: ACTUAL _____ ESTIMATED _____ EXPLAIN: Deceased.					
11. HOSPITALIZED:	ACTUAL DAYS	EST.	12. IF FATAL, TIME AND DATE OF DEATH 1047 MST - 8 April 1952		13. WAS AUTOPSY PERFORMED? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES IF YES, REPORT FULLY IN SECTION F.	
14. QUARTERS:	ACTUAL DAYS	EST.	15. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH: Fracture of all long bones of body. Traumatic rupture of abdominal organs.			
			16. MEANS USED TO IDENTIFY BODY: Insignia worn. Dental identification records. Personal effects.			

Section B.—PERSONAL FACTORS (Pilot or Crew Member Only)

Give in all available detail an account of factors in this individual's physical and mental condition which might have contributed to the accident, with particular emphasis on the preceding 48 hours. Include any indicated recommendations for changes in AF personnel policy.

Unknown.

RESTRICTED
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED

S-17-E

Section D.—DIAGNOSIS

Describe in detail, according to existing regulations, all injuries or abnormal conditions NOT identified in section C hereof. Include comment on psychic or emotional effects, shock, etc., apparent at time of this report.

RESTRICTED

- 8010. Fracture, compound, comminuted of all long bones of body with tearing of all arteries, nerves, and muscles, in relation to these bones.
- 8725. Rupture, traumatic, of abdomen, stomach, spleen, liver, intestines.

Section E.—STRUCTURES AND EQUIPMENT

Describe fully all plane structures or equipment which contributed to the injuries identified in sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Unknown.

RESTRICTED

DATE	GRADE	FLIGHT SURGEON OR NAME	SIGNATURE
14 April 1952	Capt.	F. W. COOKE	<i>F. W. Cooke</i>

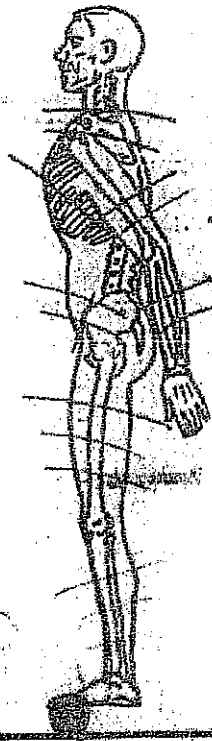
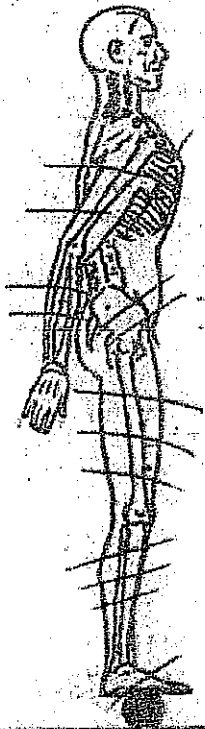
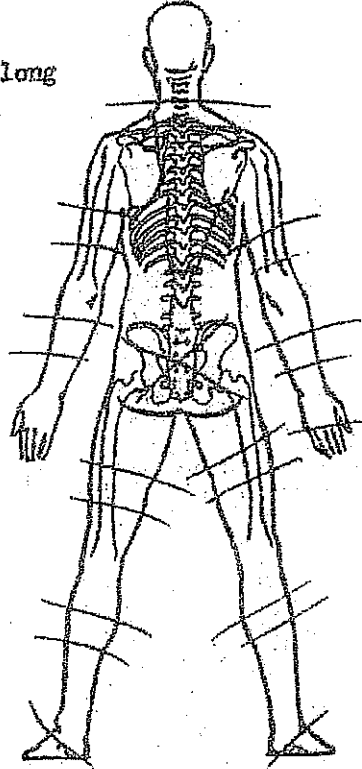
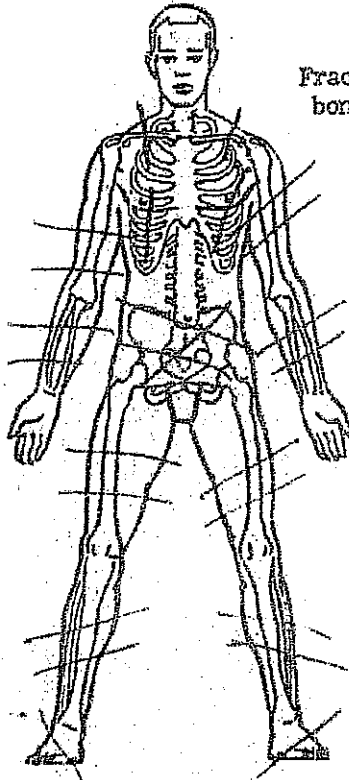
RESTRICTED (When filled in)

RESTRICTED (When filled in)

Section C. FRACTURES, DISLOCATIONS AND AMPUTATIONS

Use figures below to mark site of fractures, burns, and amputations. List all injuries according to existing regulations. Indicate exact location of fractures, using arrows to most convenient side of manikin, and specify type, as Simple, Simple Comminuted, Compound, Compound Comminuted. Outline area of burns on manikin and identify degree of burns on area as follows: 1st degree (1); 2d degree (2); 3d degree (3).

Fracture of all long bones of body.



RESTRICTED

RESTRICTED (When filled in)

RESTRICTED (When filled in)

Section F.—Use this space for Report of Autopsy or for any extensions of preceding sections.

RESTRICTED

Not done.

RESTRICTED
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

MEDICAL REPORT OF AN INDIVIDUAL Involved in AF Aircraft Accident

Use this form in accordance with AF Reg. 1-10.1, AFM 1-10.1, and the Aircraft Accident Investigators' Handbook. If additional space is needed, use section F hereof. **RESTRICTED** Necessary, identifying by proper section letter.

Section A.—GENERAL INFORMATION

1. LAST NAME HAUGHY	FIRST NAME WILLIAM	MIDDLE NAME RJ	4. SERIAL NO. 15671 A	3. DATE OF ACCIDENT 8 April 1952	5. CURRENT RATING AND DATE A/O Bomb 177647	6. FLIGHT RYTY AT TIME OF ACCIDENT Passenger
-------------------------------	------------------------------	--------------------------	---------------------------------	--	--	--

7. DATE OF BIRTH 28 Dec 1922	8. PILOT'S PRIMARY DUTY WOL. <input type="checkbox"/> SSK. <input type="checkbox"/>	9. WAS PILOT OR FLYING STATUS WITH ELIGIBLE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	10. DAYS GRANTED FOR WHAT IMPACT?
--	--	--	-----------------------------------

11. DATE OF LAST PHYSICAL EXAM. FOR FLYING
Unknown.

12. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT: ACTUAL _____ ESTIMATED _____

13. HOSPITALIZED: ACTUAL DAYS _____ EST. _____	14. IF FATAL TIME AND DATE OF DEATH: 1047 EST - 8 April 1952	15. WAS AUTOPSY PERFORMED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IF YES, REPORT FULLY IN SECTION F.
---	--	---	------------------------------------

16. SPECIFY PRIMARY INJURY OR FATALITY CAUSE OF DEATH:
8403. Burn, N.E.C., 98% of body, with charring. Complete burning away of left hand.

17. MEANS USED TO IDENTIFY BODY
Dental identification records.

Section B.—PERSONAL FACTORS (Pilot or Crew Member Only)

Give in all available detail an account of factors in this individual's physical and mental condition which might have contributed to the accident, with particular emphasis on the preceding 48 hours. Include any indicated recommendations for changes in AF personnel policy.

Unknown.

RESTRICTED

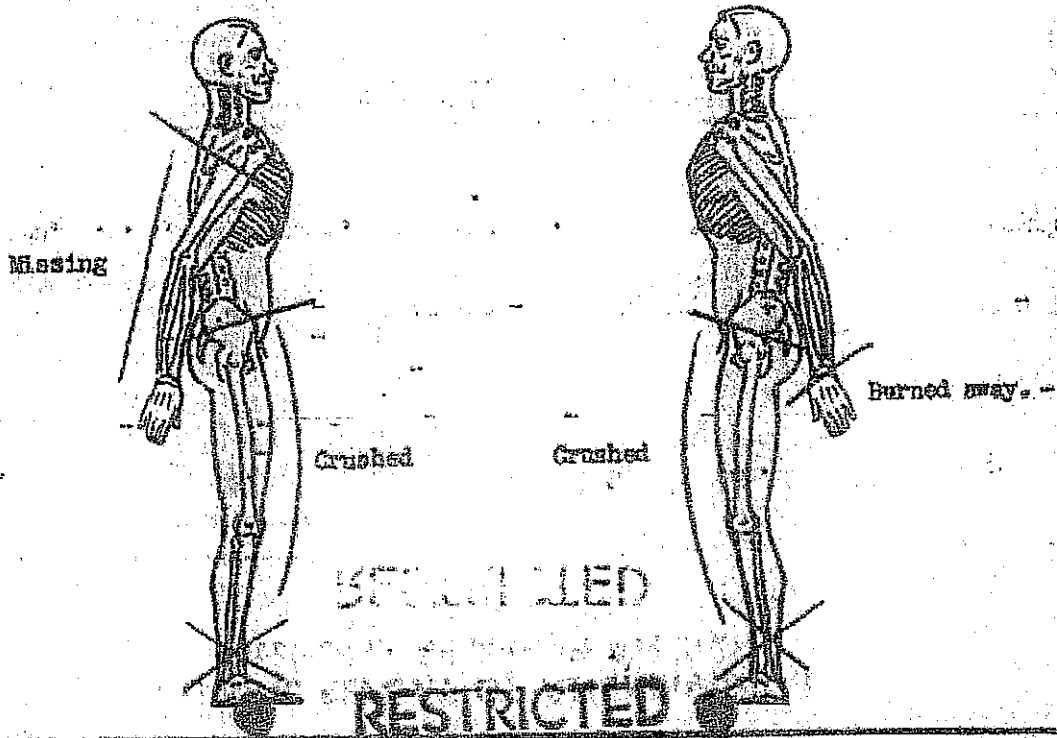
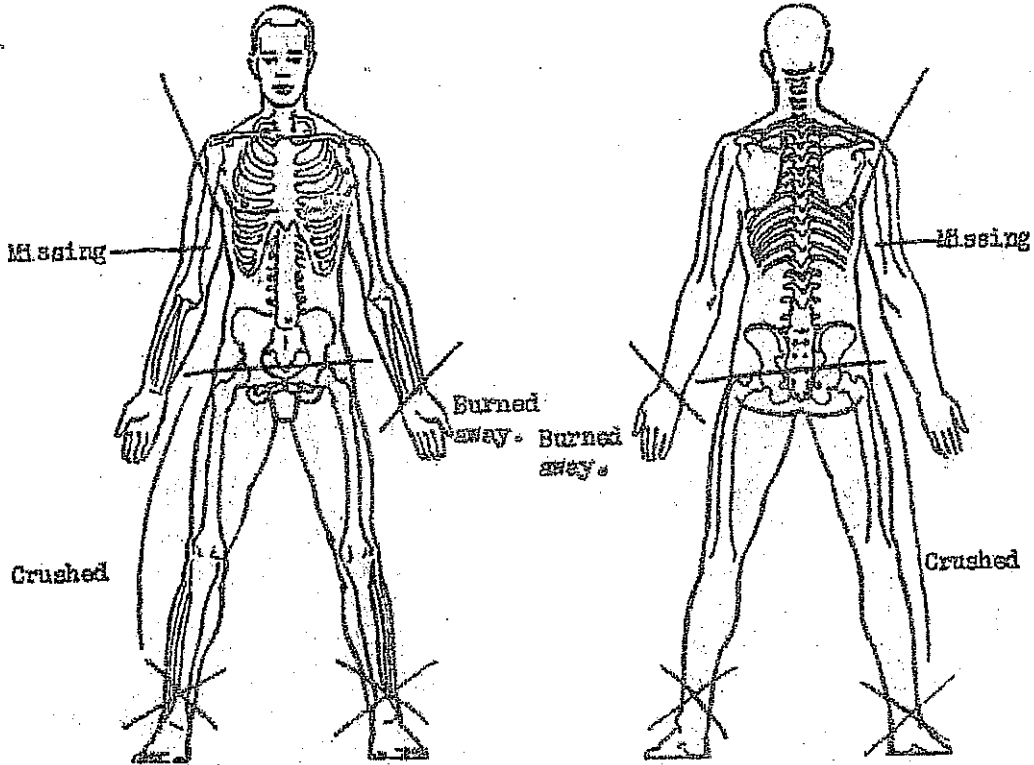
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

Section C.—FRACTURES, BURNS, AND AMPUTATIONS

Use figures below to mark site of fractures, burns, and amputations. List all injuries according to existing regulations. Indicate exact location of fractures, using arrows, and specify type, as Simple, Simple Comminuted, Compound, Compound Comminuted. Outline area of burns on manikin and identify degree of burns on area as follows: 1st degree (1); 2d degree (2); 3d degree (3).



RESTRICTED

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

7-11-K

Section B - DIAGNOSIS
RESTRICTED

Describe in detail, according to existing regulations, all injuries or conditions NOT identified in section C hereof. Include comment on psychic or emotional effects, if any, in this report.

- 8721. Amputation, traumatic, of entire right upper extremity. (Part not found)
- 8403. Burn, N.E.C. - 98% of body with charring, complete consummation of left hand.
- 8010. Fracture, compound, comminuted of both ankles.
- 8521. Crushing of pelvis, femurs of both legs, along with tibiae and fibulae.

Section E - STRUCTURES AND EQUIPMENT

Describe fully all plane structures or equipment which contributed to the injuries identified in sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Unknown.

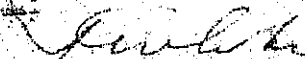
RESTRICTED

DATE
14 April 1952

GRADE
Capt.

FLIGHT SURGEON OR ONE
F. W. COOKE

SIGNATURE



SECURITY INFORMATION

RESTRICTED (When filled in)

8921 1-25

RESTRICTED (When filled in)

Section F.—Use this space for Report of Autopsy or for any extensions of preceding sections.

RESTRICTED

Not done.

RESTRICTED

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

RESTRICTED MEDICAL REPORT OF AN INDIVIDUAL Involved in AF Aircraft Accident

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-6, "Aircraft Accident Investigators' Handbook. If additional space is needed, use section F hereof and/or additional sheet(s) as necessary, identifying by proper section letter.

Section A - GENERAL INFORMATION

1. LAST NAME MARKEL		FIRST NAME ERGENE		MIDDLE NAME V.	2. SERIAL NO. 60796597	3. DATE OF ACCIDENT 8 April 1952	4. CURRENT RATING AND DATE A/O Bomb 2 June 49	5. FLIGHT DUTY AT TIME OF ACCIDENT Passenger	
6. DATE OF BIRTH 20 Nov. 1919		7. PILOT'S PRIMARY DUTY WGR		8. WAS PILOT OR FLYING STATUS WITH BLENDED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		9. DATE GRANTED FOR WHAT DEFECT			
10. DATE OF LAST PHYSICAL EXAM. FOR FLYING Unknown				11. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT: ACTUAL <input type="checkbox"/> ESTIMATED <input type="checkbox"/>				12. IF FATAL, TIME AND DATE OF DEATH 1047 187 - 8 April 1952	
13. HOSPITALIZED:		ACTUAL DAYS <input type="checkbox"/>		EXT. <input type="checkbox"/>		14. WAS AUTOPSY PERFORMED <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES		IF YES, REPORT FULLY IN SECTION F. <input type="checkbox"/>	
15. IN QUARTERS:		ACTUAL DAYS <input type="checkbox"/>		EXT. <input type="checkbox"/>		16. MEANS USED TO IDENTIFY BODY: Insignia. Personal effects of body. Dental identification.			
17. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH: 8000. Fracture, depressed, skull, compound, with avulsion of cranial contents. Parietal, temporal and frontal bones involved.									

Section B - PERSONAL FACTORS (Pilot or Crew Member Only)

Give in all available detail an account of factors in this individual's physical and mental condition which might have contributed to the accident, with particular emphasis on the preceding 48 hours. Include any indicated recommendations for changes in AF personnel policy.

Unknown

RESTRICTED
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED

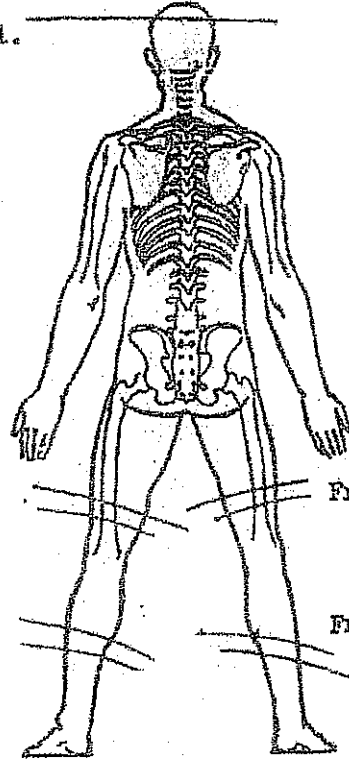
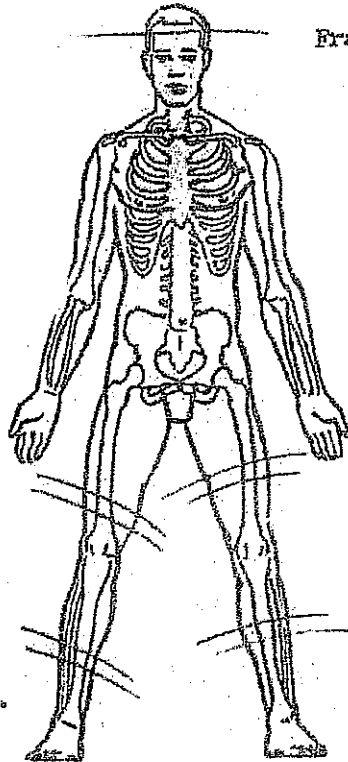
RESTRICTED (When filled in)

Section C.—FRACTURES, BURNS, AND AMPUTATIONS

Use figures below to mark site of fracture, burn, and amputation. Mark all injuries according to existing regulations. Indicate exact location of fracture, using arrows in most convenient view of manikin, and specify type, as Simple, Simple Comminuted, Compound, Compound Comminuted. Outline area of burns on manikin and identify degree of burns on area as follows: 1st degree T; 2d degree @; 3d degree O.

RESTRICTED

Fractured skull.



Fractured

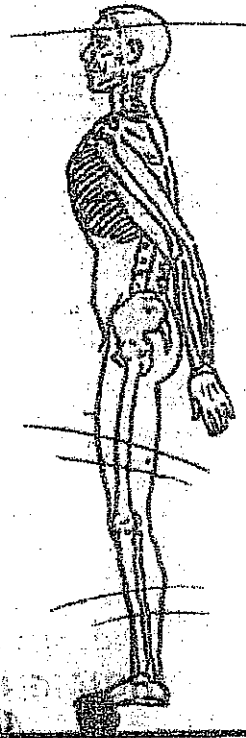
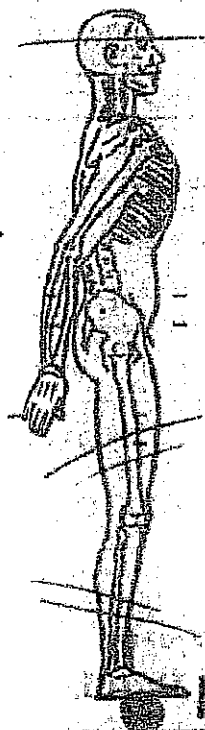
Fractured

Fractured

Fractured

Fractured

Fractured



RESTRICTED
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

M-E-V

RESTRICTED

Describe in detail, according to existing Regulations, all injuries or abnormal conditions NOT identified in section C hereof. Include comment on psychic or emotional effects, shock, etc., apparent at time of this report.

- 8000. Fracture, depresses, skull, compound, with evulsion of cranial contents. Parietal, temporal, and frontal bones involved.
- 8010. Fracture, compound, comminuted of all long bones of body, (except upper extremities), with tearing of all arteries, nerves and muscles in relation to these bones.
- 8403. Burns, N.E.C., 3rd degree of face, chest.

Section E.—STRUCTURES AND EQUIPMENT

Describe fully all plane structures or equipment which contributed to the injuries identified in sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Unknown.

RESTRICTED

DATE 14 April 1952	GRADE Capt.	FLIGHT SURGEON OR AME F. W. COOKE	SIGNATURE <i>[Signature]</i>
-----------------------	----------------	--------------------------------------	---------------------------------

RESTRICTED (When filled in)

SECURITY INFORMATION

3921 2-53

RESTRICTED (When filled in)

Section 7.—Use this space for Report of Autopsy or for any extensions of preceding sections.

RESTRICTED

Not done

RESTRICTED

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

MEDICAL REPORT OF AN INDIVIDUAL Involved in AF Aircraft Accident

Use this form in accordance with AF Reg. 62-14 and AF Manual 92-5, "Aircraft Accident Investigators' Handbook. If additional space is needed, use section F hereof and/or additional sheets as necessary, identifying by proper section letter.

RESTRICTED

1. LAST NAME MILBERG		FIRST NAME LARENUE		MIDDLE NAME G.	1. SERIAL NO. A0811042	2. DATE OF ACCIDENT 8 April 1952	3. CURRENT RATING AND DATE Pilot, 30 Aug 49	5. FLIGHT DUTY AT TIME OF ACCIDENT: Passenger
4. DATE OF BIRTH 16 Feb 1921	7. PILOT'S PRIMARY DUTY: MOS. <input type="checkbox"/> CAP. <input type="checkbox"/> SFC. <input type="checkbox"/>			6. HAS PILOT OR FLYING STATUS WITH REASON? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		8. DATE GRANTED FOR WHY DEFECT? EM <input type="checkbox"/>		
9. DATE OF LAST PHYSICAL EXAM. FOR FLYING Unknown.				10. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT: ACTUAL <input type="checkbox"/> ESTIMATED <input type="checkbox"/>				
11. HOSPITALIZED: ACTUAL DAYS <input type="checkbox"/> EST. <input type="checkbox"/>		12. IF FATAL, TIME AND DATE OF DEATH 1047 EST - 8 April 1952		13. WAS AUTOPSY PERFORMED? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES IF YES, REPORT FULLY IN SECTION F.				
14. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH: 1010. Fracture, compound, comminuted of pelvis, femur, right and left; right and left tibia and fibula. 1403. Burns, N.E.C., 3rd degree, of face, chest, abdomen, with charring of these areas.		15. MEANS USED TO IDENTIFY BODY: Personal effects. Dental identification records.						

Section B.—PERSONAL FACTORS (Pilot or Crew Member Only)

Give in all available detail an account of factors in this individual's physical and mental condition which might have contributed to the accident, with particular emphasis on the preceding 48 hours. Include any indicated recommendations for changes in AF personnel policy.

Unknown.

RESTRICTED
SECURITY INFORMATION

RESTRICTED (When filled in)

3421 7-54

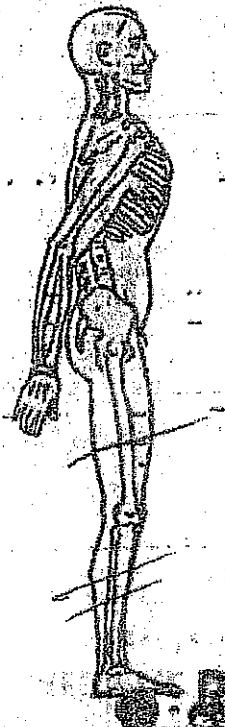
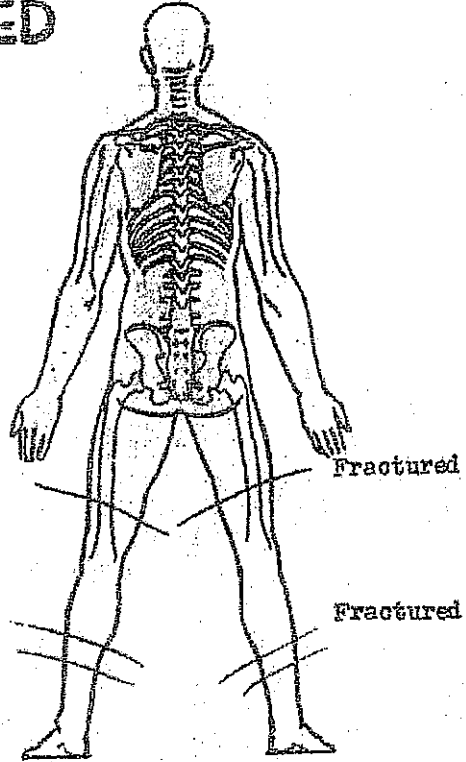
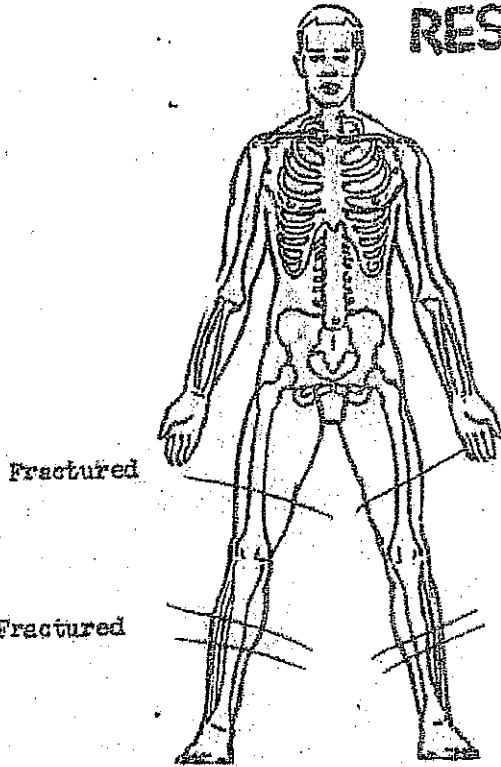
OF MEDICAL INFORMATION

RESTRICTED (When filled in)

Section C.—FRACTURES, BURNS, AND AMPUTATIONS

Use figures below to mark site of fractures, burns, and amputations. List all injuries according to existing regulations. Indicate exact location of fractures, using arrows to most convenient side of manikin, and specify type, as Simple, Simple Comminuted, Compound, Compound Comminuted. Outline area of burns on manikin and identify degree of burns on area as follows: 1st degree (A); 2d degree (B); 3d degree (C).

RESTRICTED



RESTRICTED
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

~~RESTRICTED~~ E-1-G

Describe in detail, according to existing regulations, all injuries or abnormal conditions NOT identified in section C hereof. Include comment on psychic or emotional effects, shock, etc., apparent at time of this report.

8010. Fracture, compound, comminuted of pelvis, femur (right and left), right and left tibia and fibula.

8403. Burns, N.E.C., 3rd degree, of face, chest, abdomen, with charring.

Section E—STRUCTURES AND EQUIPMENT

Describe fully all plane structures or equipment which contributed to the injuries identified in sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Unknown.

~~RESTRICTED~~

DATE	GRADE	FLIGHT SURGEON OR ONE	SIGNATURE
14 APRIL 1952	Capt.	F. W. DAVIE	<i>F. W. Davie</i>

SECURITY INFORMATION

RESTRICTED (When filled in)

2451 1-4

RESTRICTED (When filled in)

Section 2.—Use this space for a copy of a synopsis or for any extensions of preceding sections.

RESTRICTED

KE

Not done.

RESTRICTED

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

MEDICAL REPORT OF AN INDIVIDUAL Involved in AF Aircraft Accident

Use this form in accordance with AF Reg. 82-14 and AF Manual 62-5, "Aircraft Accident Investigators' Handbook." If additional space is needed, use section F hereof and/or additional sheets as may be necessary, identifying by proper section letter.

1. LAST NAME BRASINGTON		FIRST NAME ROYCE		MIDDLE NAME A.		2. SERIAL NO. 40187109		3. DATE OF ACCIDENT 6 April 1952		4. CURRENT STATUS AND DATE Non-rated.		5. FLIGHT DUTY AT TIME OF ACCIDENT: Passenger			
6. DATE OF BIRTH 10 Aug 1921		7. PILOT'S PRIMARY SHIFT: MOR. <input type="checkbox"/> AFT. <input type="checkbox"/> NLT. <input type="checkbox"/>				8. WAS PILOT ON FLYING STATUS WITH ISSUES: YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		9. DATE GRANTED FOR WHAT OBJECT:							
10. DATE OF LAST PHYSICAL EXAM. FOR FLYING						11. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT: ACTUAL <input type="checkbox"/> ESTIMATED <input type="checkbox"/>									
12. HOSPITALIZED:		ACTUAL DAYS		EXT.		13. IF FATAL, TIME AND DATE OF DEATH: 1047 MST - 8 April 1952				14. WAS AUTOPSY PERFORMED?		IF YES, REPORT FULLY IN SECTION F.			
IN QUARTERS:		ACTUAL DAYS		EXT.		15. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH:						16. MEANS USED TO IDENTIFY BODY:			
8010. Fracture, compound, comminuted of all long bones of body, with tearing of all arteries, nerves, muscles in relation to these bones.						8000. Fracture, depressed, skull, complete avulsion of cranial contents. Parietal, occipital, frontal & temporal bones involved.						AGO card.		Dental identification records.	
												Personal effects.			

Section B - PERSONAL FACTORS (Pilot or Crew Member Only)

Give in all available detail an account of factors in this individual's physical and mental condition which might have contributed to the accident, with particular emphasis on the preceding 48 hours. Include any indicated recommendations for changes in AF personnel policy.

Unknown.

RESTRICTED
SECURITY INFORMATION

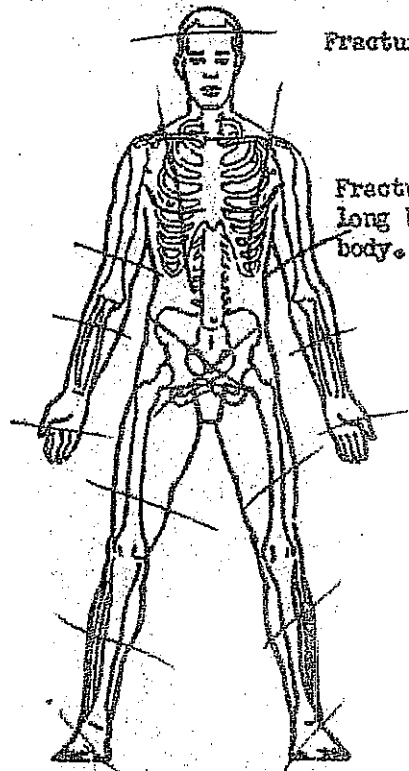
RESTRICTED (When filled in)

FORM 14B

RESTRICTED (When filled in)

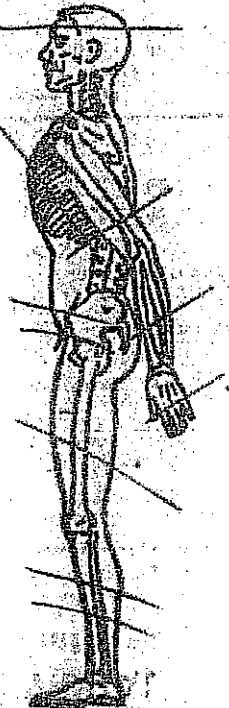
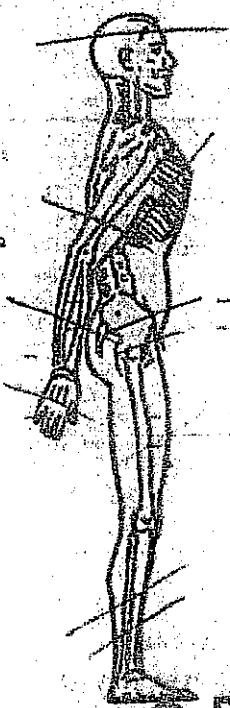
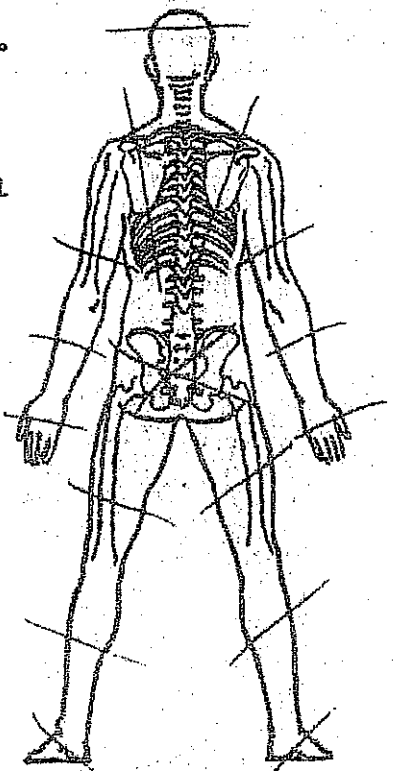
Section C. FRACTURES, BURNS, AND AMPUTATIONS

Use figures below to mark site of fracture or burn. Indicate all injuries according to existing regulations. Indicate exact location of fracture, using arrows to most convenient side of manikin, and specify type, as Simple, Simple Comminuted, Compound, Compound Comminuted. Outline area of burns on manikin and identify degree of burns on area as follows: 1st degree ①; 2d degree ②; 3d degree ③.



Fractured skull.

Fracture of all long bones of body.



RESTRICTED SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

B-B-A

~~RESTRICTED~~

Describe in detail, according to existing regulations, all injuries of a general nature NOT identified in section C hereof. Include comment on psychic or emotional effects, shock, etc., apparent at time of this report.

- 8010. Fracture, compound, comminuted of all long bones of body, with tearing of all arteries, nerves, and muscles, in relation to these bones.
- 8000. Fracture, depressed, skull, compound, with avulsion of cranial contents. Parietal, occipital, frontal and temporal bones involved.
- 8210. Wound, lacerated, of abdominal region, with avulsion of abdominal contents.

Section E.—STRUCTURES AND EQUIPMENT

Describe fully all plane structures or equipment which contributed to the injuries identified in sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Unknown.

RESTRICTED

DATE 14 April 1952	GRADE Capt.	FLIGHT SURGEON OR AIDE F. W. COOKE	SIGNATURE <i>[Signature]</i>
-----------------------	----------------	---------------------------------------	---------------------------------

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

Section F.—Use this space for Report of Autopsy or for any extensions of preceding sections.

RESTRICTED

Not done.

RESTRICTED

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

MEDICAL REPORT OF AN INDIVIDUAL Involved in AF Aircraft Accident

Use this form in accordance with AF Reg. 22-14 and AF Manual 62-5, "Aircraft Accident Investigators' Handbook." If additional space is needed, use section F hereof. **RESTRICTED** If necessary, identifying by proper section letter.

Section A - GENERAL INFORMATION

1. LAST NAME WICKS, FRANKLIN E.		FIRST NAME FRANKLIN E.		MIDDLE NAME	2. SERIAL NO. AO69557A	3. DATE OF ACCIDENT 8 April 1952	4. CURRENT RATING AND DATE AO/Bomb. 6 Apr 50	5. FLIGHT DUTY AT TIME OF ACCIDENT Nav. Bombardier
6. DATE OF BIRTH 4 July 1919		7. PILOT'S PRIMARY DUTY NAV.		8. WAS PILOT ON FLYING STATUS WITH DEFECT? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	DATE GRANTED	FOR WHAT DEFECT		
9. DATE OF LAST PHYSICAL EXAM. FOR FLYING Unknown.				10. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT: ACTUAL _____ ESTIMATED _____ EXPLAIN: _____				
11. HOSPITALIZED: IN QUARTERS:		ACTUAL DAYS	EST.	12. OF FATAL TIME AND DATE OF DEATH 1047 MST - 8 April 1952			13. WAS AUTOPSY PERFORMED? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES IF YES, REPORT FULLY IN SECTION F.	
14. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH: 8000. Fracture, depressed, skull, compound with avulsion of cranial contents. Parietal, temporal and frontal bones involved.						15. MEANS USED TO IDENTIFY BODY: Personal effects. AGO card. Dental identification records.		

Section B - PERSONAL FACTORS (Pilot or Crew Member Only)

Give in all available detail an account of factors in this individual's physical and mental condition which might have contributed to the accident, with particular emphasis on the preceding 48 hours. Include any indicated recommendations for changes in AF personnel policy.

Unknown.

RESTRICTED

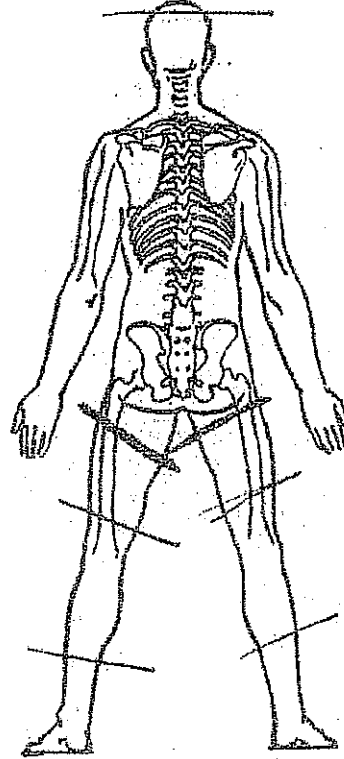
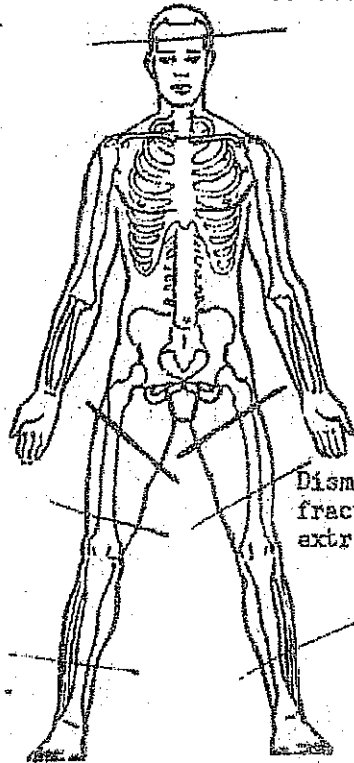
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

Section C.—FRACTURES, BURNS, AND AMPUTATIONS

The figures below to mark sites of fractures, burns, and amputations. Indicate exact location of fractures, using arrows to point convenient side of manikin, and specify type, as Simple, Simple Compound, Compound, Open and Comminuted.
Outline area of burns on manikin and identify degree of burns on area as follows: 1st degree ①; 2d degree ②; 3d degree ③.
Fractured skull.



Dismembered and fractured lower extremities.



Dismembered and fractured lower extremities

RESTRICTED
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

W-F-E

Section B.—DIAGNOSIS

Describe in detail, according to existing regulations, all injuries or abnormal conditions NOT identified in section C hereof. Include comment on psychic or emotional effects, shock, etc., apparent at time of this report.

RESTRICTED

- 8000. Fracture, depressed, skull, compound with avulsion of cranial contents. Parietal, temporal and frontal bones involved.
- 8721. Amputation, traumatic, of both lower extremities which were associated with body.
- 8010. Fracture, compound, comminuted of lower extremities, with tearing of all arteries, nerves and muscles in relation to these bones.

Section E.—STRUCTURES AND EQUIPMENT

Describe fully all plane structures or equipment which contributed to the injuries identified in sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Unknown.

RESTRICTED
SECURITY INFORMATION

DATE	GRADE	FLIGHT SURGEON OR A.M.E.	SIGNATURE
14 April 1952	Capt	R. W. COOKE	

RESTRICTED (When filled in)

10-1 2342

RESTRICTED (When filled in)

Section F.—Use this space for Report of Autopsy or for any extensions of preceding sections.

RESTRICTED

Not done.

RESTRICTED
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

6 C-A-F

MEDICAL REPORT OF AN INDIVIDUAL Involved in AF Aircraft Accident

RESTRICTED

Use this form in accordance with AF Form 101 (Mentioned in "Aircraft Accident Investigators' Handbook. If additional space is needed, use section F hereof and/or additional sheets (if) as necessary, identifying by proper section letter.

Section A - GENERAL INFORMATION

1. LAST NAME GELOVSKY	FIRST NAME ANDREW	MIDDLE NAME F.	2. SERIAL NO. 40688669	3. DATE OF ACCIDENT 8 April 1952	4. CURRENT RATING AND DATE AO/Prob. 20 July 43	5. FLIGHT DUTY AT TIME OF ACCIDENT Passenger
6. DATE OF BIRTH 25 Apr 1916	7. PILOT'S PRIMARY DUTY: MOJ. <input type="checkbox"/> SEN. <input type="checkbox"/>		8. WAS PILOT ON FLYING STATUS WITH WAIVERS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	9. DATE GRANTED	FOR WHAT DEFECT?	
10. DATE OF LAST PHYSICAL EXAM. FOR FLYING Unknown			11. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT. ACTUAL <input type="checkbox"/> ESTIMATED <input type="checkbox"/>			
12. HOSPITALIZED: BY DEPARTMENT:			ACTUAL DAYS	EST.	13. IF FATAL TIME AND DATE OF DEATH: 1027 MST - 8 April 1952	
14. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH: 8403. Burns, 3rd degree, covering 98% of body. 8000. Fracture, depressed, skull, compound, with avulsion of cranial contents. Parietal, temporal and frontal bones involved.			15. WAS AUTOPSY PERFORMED? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES IF YES, REPORT FULLY IN SECTION F.			
			16. MEANS USED TO IDENTIFY BODY: AGO card. Dental identification record. Personal effects.			

Section B - PERSONAL FACTORS (Pilot or Crew Member Only)

Give in all available detail an account of factors in this individual's physical and mental condition which might have contributed to the accident, with particular emphasis on the preceding 48 hours. Include any indicated recommendations for changes in AF personnel policy.

Unknown.

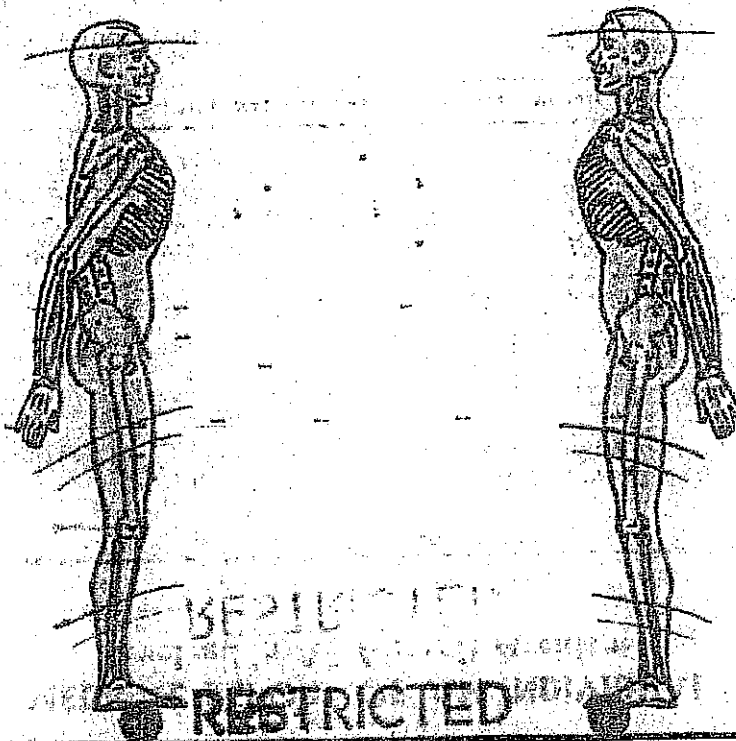
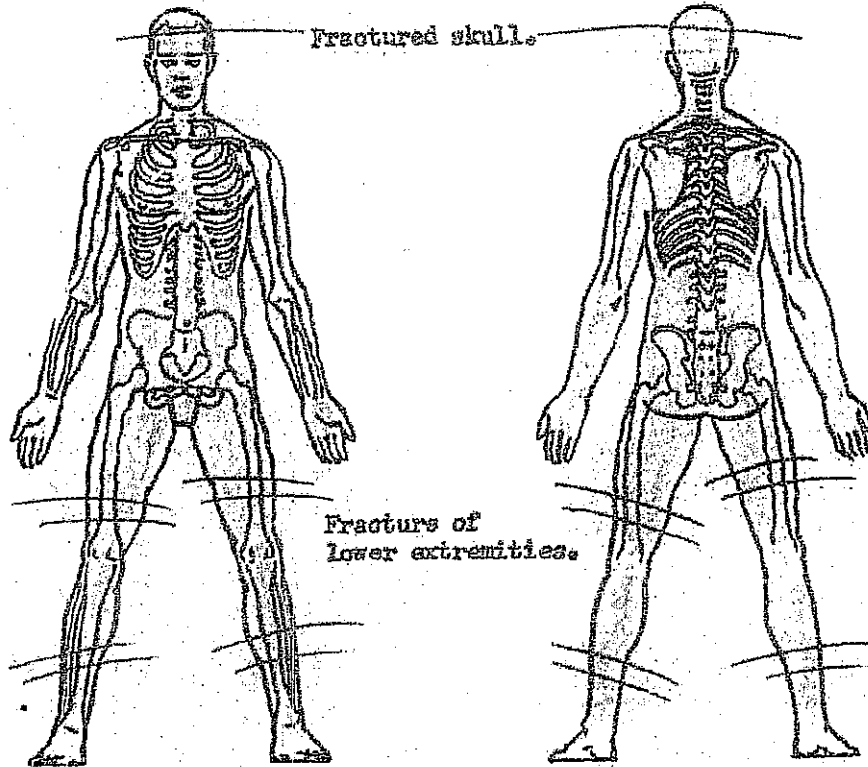
RESTRICTED
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

Section C - FRACTURES, BURNS, AND AMPUTATIONS

Use figures below to mark site of fractures, burns, and amputations on all injuries according to existing regulations. Indicate exact location of fractures, using arrows to most convenient side of manikin, and specify type, as Simple, Simple Comminuted, Compound, Compound Comminuted. Outline area of burns on manikin and identify degree of burns on area as follows: 1st degree ①; 2d degree ②; 3d degree ③.



RESTRICTED

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

~~RESTRICTED~~

Describe in detail, according to existing regulations, all injuries or abnormal conditions NOT identified in section C hereof. Include comment on psychic or emotional effects, shock, etc., apparent at time of this report.

- 8403. Burns, H.E.C., 3rd degree, covering 98% of body.
- 8000. Fracture, depressed, skull, compound, with avulsion of cranial contents. Parietal, temporal and frontal bones involved.
- 8010. Fracture, compound, comminuted of lower extremities, with tearing of all arteries, nerves and muscles in relation to these bones.

Section E--STRUCTURES AND EQUIPMENT

Describe fully all plane structures or equipment which contributed to the injuries identified in sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Unknown

RESTRICTED

DATE
14 April 1952

GRADE
Capt.

FLIGHT SURGEON
F. W. COOK

SIGNATURE
F. W. Cook

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

Section 9.—Use this space for Report of Autopsy or for any extensions of preceding sections.

RESTRICTED

Not done.

RESTRICTED

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

MEDICAL REPORT OF AN INDIVIDUAL Involved in AF Aircraft Accident

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Investigators' Handbook. If additional space is needed, use section F hereof as necessary, identifying by proper section letter.

Section A.—GENERAL INFORMATION

1. LAST NAME ALTMETT	FIRST NAME JOHN	MIDDLE NAME M.	2. SERIAL NO. AF18067576	3. DATE OF ACCIDENT 6 April 1952	4. CURRENT RATING AND DATE Flt. Engineer	5. FLIGHT DUTY AT TIME OF ACCIDENT Flt. Engineer
6. DATE OF BIRTH 13 Feb 1922	7. PILOT'S PRIMARY DUTY MOS. <input type="checkbox"/> SEN. <input type="checkbox"/>	8. WAS FACT OR FLYING STATUS WITH WAIVER <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		DATE GRANTED	FOR WHAT DEFECT?	
9. DATE OF LAST PHYSICAL EXAM. FOR FLYING Unknown.			10. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT: ACTUAL <input type="checkbox"/> ESTIMATED <input type="checkbox"/>			
11. HOSPITALIZED: IN QUARTERS: ACTUAL DAYS <input type="checkbox"/> EST. <input type="checkbox"/>			12. IF FATAL TIME AND DATE OF DEATH 1047 MST - 6 April 1952		13. WAS AUTOPSY PERFORMED? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES IF YES, REPORT FULLY IN SECTION F. <input type="checkbox"/>	
14. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH: 852L. Crushing of skull, clavicle, femurs, tibiae, fibulae, pelvis, abdominal organs, thorax, humerus, ulna and radius of both arms.				15. MEANS USED TO IDENTIFY BODY: Laundry marks on clothing. Personal effects. AGO card.		

Section B.—PERSONAL FACTORS (Pilot or Crew Member Only)

Give in all available detail an account of factors in this individual's physical and mental condition which might have contributed to the accident, with particular emphasis on the preceding 48 hours. Include any indicated recommendations for changes in AF personnel policy.

Unknown.

RESTRICTED

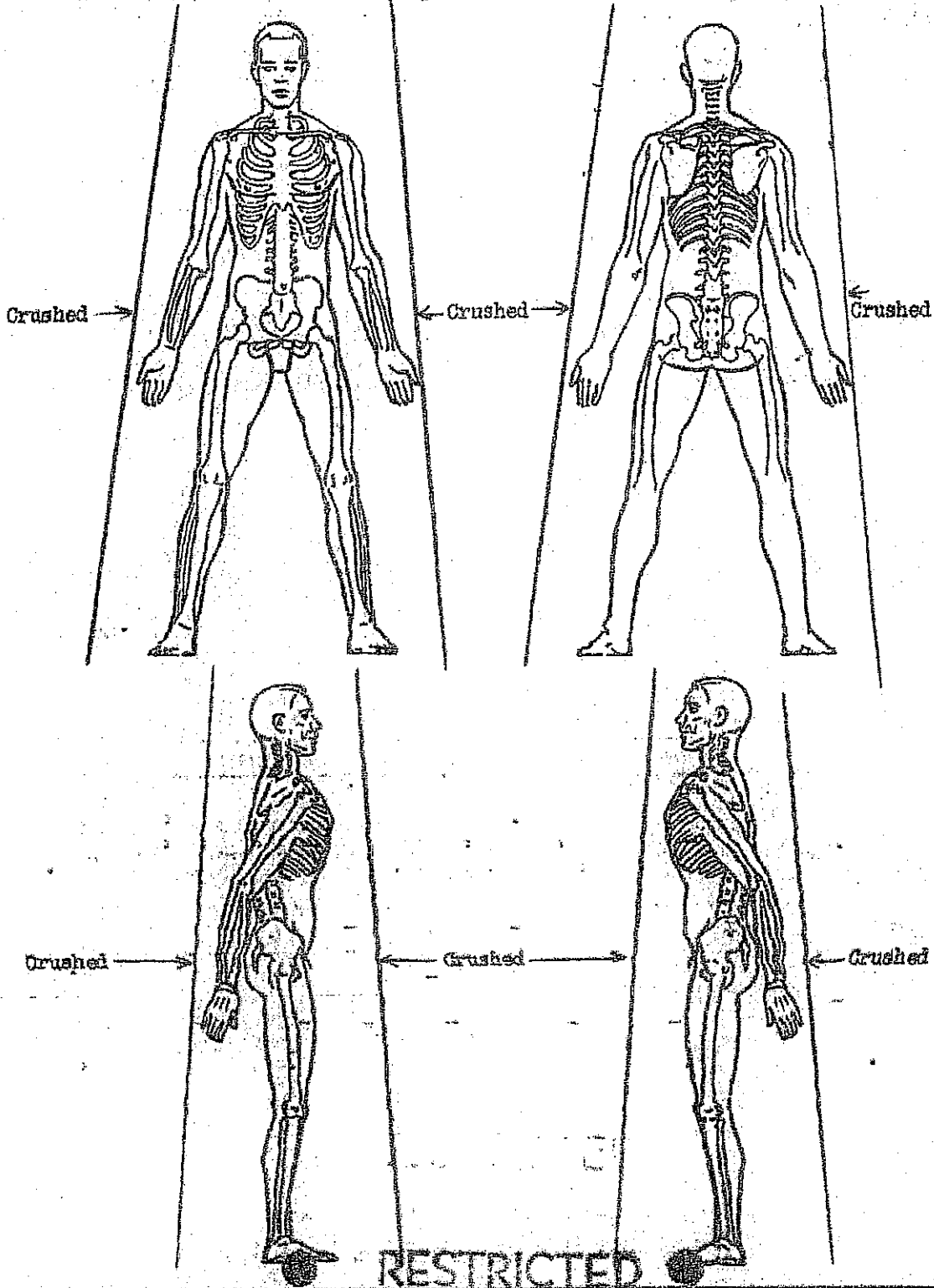
SECURITY INFORMATION

RESTRICTED (When filled in)

~~RESTRICTED~~

Section C - ~~Fractures, Burns, and Amputations~~

Use figures below to mark site of fractures, burns, and amputations. List all injuries according to existing regulations. Indicate exact location of fractures, using arrows to most convenient side of manikin, and specify type, as Simple, Simple Comminuted, Compound, Compound Comminuted. Outline area of burns on manikin and identify degree of burns on area as follows: 1st degree (1); 2d degree (2); 3d degree (3).



RESTRICTED

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

RESTRICTED

A-J-M

Section D.—DIAGNOSIS

Describe in detail, according to existing regulations, all injuries or abnormal conditions NOT identified in section C hereof. Include comment on psychic or emotional effects, shock, etc., apparent at time of this report.

8521. Crushing of skull, clavicle, femora, tibiae, fibulae, pelvis, abdominal organs, thorax, humerus, ulna and radius of both arms.

Section E.—STRUCTURES AND EQUIPMENT

Describe fully all plane structures or equipment which contributed to the injuries identified in sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Unknown.

RESTRICTED

DATE	GRADE	FLIGHT SURGEON OR A.M.E.	SIGNATURE
14 April 1952	Capt.	F. W. COOKE	<i>F. W. Cooke</i>

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

Section F.—Use this space for Report of Autopsy or for any extensions of preceding sections.

RESTRICTED

Not done.

RESTRICTED

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

6

MEDICAL REPORT OF AN INDIVIDUAL Involved in AF Aircraft Accident

Use this form in accordance with AF Reg. 1-10, "Aircraft Accident Investigation Handbook." If additional space is needed, use section F hereof, if necessary, identifying by proper section letter.

Section A.—GENERAL INFORMATION

1. LAST NAME DAHL		FIRST NAME DAVID, JR.		MIDDLE NAME	2. SERIAL NO. AF19422375	3. DATE OF ACCIDENT 8 April 1952	4. CURRENT STATUS AND DATE None	5. FLIGHT DUTY AT TIME OF ACCIDENT Passenger
6. DATE OF BIRTH 18 Mar 1932		7. PILOT'S PROTEST DUTY: MOS. <input type="checkbox"/> COB <input type="checkbox"/> BIK <input type="checkbox"/> OTR <input type="checkbox"/>			8. WAS PILOT OR FLYING STATUS WITH WEAPON? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		9. DATE GRANTED FOR BRIGHT DEFECT?	
10. DATE OF LAST PHYSICAL EXAM. FOR FLYING				11. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT: ACTUAL <input type="checkbox"/> ESTIMATED <input type="checkbox"/>				
12. HOSPITALIZED:		ACTUAL DAYS		EST.		17. IF SERIAL, TIME AND DATE OF DEATH 1047 EST - 8 April 1952		13. WAS AUTOPSY PERFORMED? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
14. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH:		ACTUAL DAYS		EST.		15. MEANS USED TO IDENTIFY BODY: Uniforms Furlough papers on body. Bus ticket on body. Dental identification.		

Section B.—PERSONAL FACTORS (Pilot or Crew Member Only)

Give in all available detail an account of factors in this individual's physical and mental condition which might have contributed to the accident, with particular emphasis on the preceding 48 hours. Include any indicated recommendations for changes in AF personnel policy.

Unknown.

RESTRICTED

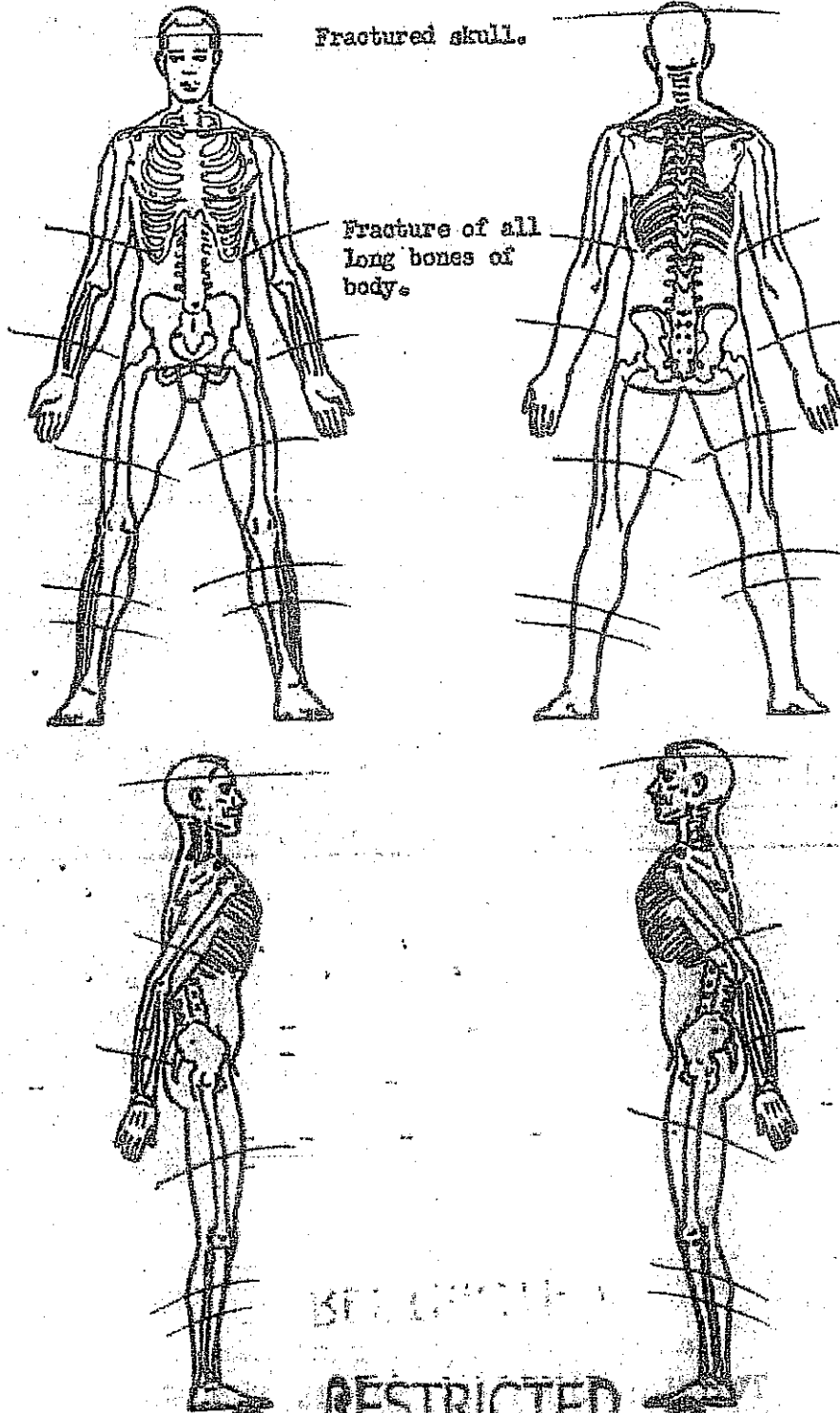
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

Section C. FRACTURES, BURNS, AND AMPUTATIONS

Use figures below to mark site of fractures, burns, and amputations. Indicate injuries according to existing regulations. Indicate exact location of fractures, using appropriate symbols, on convenient side of manikin, and specify type, as Simple, Simple Comminuted, Compound, Compound Comminuted.
Outline area of burns on manikin and identify degree of burns on areas as follows: 1st degree ①; 2d degree ②; 3d degree ③.



RESTRICTED
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

D-D

~~RESTRICTED~~

Describe in detail, according to existing regulations, all injuries or abnormal conditions NOT identified in section C hereof. Include comment on psychic or emotional effects, shock, etc., apparent at time of this report.

- 8000. Fracture, depressed, skull, compound, with avulsion of cranial contents. Parietal, temporal and frontal bones involved.
- 8010. Fracture, compound, comminuted of all long bones of body, with tearing of all arteries, nerves, muscles, in relation to those bones.

Section E.—STRUCTURES AND EQUIPMENT

Describe fully all plane structures or equipment which contributed to the injuries identified in sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Unknown.

~~RESTRICTED~~

DATE
14 April 1952

GRADE
Capt.

FLIGHT FUNCTION OR RIB.
F.W. COOKE

REMARKS

[Signature]

RESTRICTED (When filled in)

SECURITY INFORMATION

SECRET

RESTRICTED (When filled in)

Section F—Use this space for Report of Autopsy or for any extensions of preceding sections.

RESTRICTED

Not done.

RESTRICTED

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

MEDICAL REPORT OF AN INDIVIDUAL Involved in AF Aircraft Accident

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Investigators' Handbook. If additional space is needed, use section F hereof as necessary, identifying by proper section letter.

Section A. - GENERAL INFORMATION

1. LAST NAME VESTAL	FIRST NAME DONALD	MIDDLE NAME A.	2. SERIAL NO. -	3. DATE OF ACCIDENT 8 April 1952	4. CURRENT RATING AND DATE Civilian	5. FLIGHT DUTY AT TIME OF ACCIDENT PASSENGER
6. DATE OF BIRTH 11 Nov 1922	7. PILOT'S PRIMARY DUTY: MOS. <input type="checkbox"/> SSM <input type="checkbox"/>		8. WAS PILOT ON FLYING STATUS WITH WAIVER? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		9. DATE GRANTED FOR WHAT DEFECT NO	
10. DATE OF LAST PHYSICAL EXAM. FOR FLYING None			11. NUMBER OF DAYS RESTRICTED FROM FLYING AS RESULT OF THIS ACCIDENT: ACTUAL NO ESTIMATED NO EXPLAIN: NO			
12. HOSPITALIZED: ACTUAL DAYS NO EST. NO		12. IF FATAL, TIME AND DATE OF DEATH: 1047 MST - 8 April 1952		13. WAS AUTOPSY PERFORMED? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES IF YES, REPORT FULLY IN SECTION F.		
14. SPECIFY PRIMARY INJURY OR PRIMARY CAUSE OF DEATH: 3rd degree burns entire body, with charring. Compound comminuted fracture, skull. Fracture, femur, tibia, fibula, both legs. Fracture, left humerus. Fracture, left ulna and radius.				15. MEANS USED TO IDENTIFY BODY: Personal effects on body.		

Section B. - PERSONAL FACTORS (Pilot or Crew Member Only)

Give in all available detail an account of factors in this individual's physical and mental condition which might have contributed to the accident, with particular emphasis on the preceding 48 hours. Include any indicated recommendations for changes in AF personnel policy.

None

RESTRICTED

SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

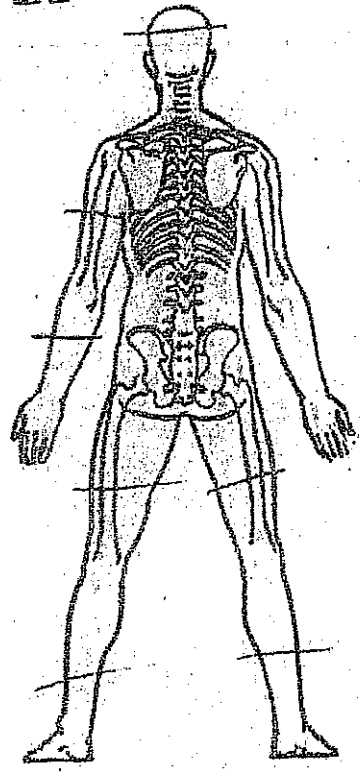
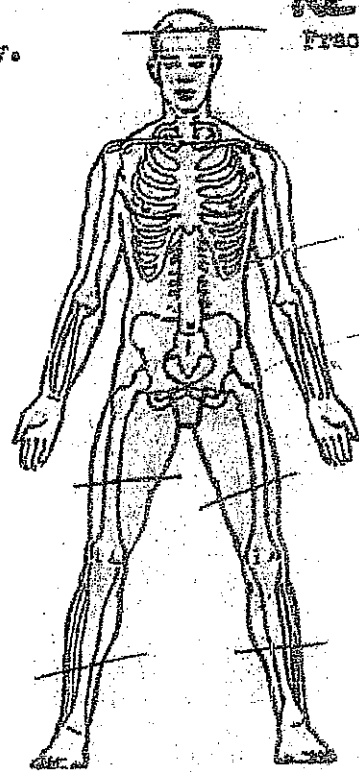
Section C.—FRACTURES, BURNS, AND AMPUTATIONS

Use figures below to mark site of fractures, burns, and amputations. List all injuries according to existing regulations. Indicate exact location of fractures, using anatomic landmarks, and specify type, as Simple, Simple Comminuted, Compound, Compound Comminuted, or Open. Outline area of burns on manikin and identify as follows: 1st degree (1); 2d degree (2); 3d degree (3).

RESTRICTED SECURITY INFORMATION

(Red)
Burned body.

Fractured skull



Fractures

Fractured

Fractured



RESTRICTED SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED (When filled in)

V-D-H

~~RESTRICTED~~

Describe in detail, according to existing regulations, all injuries and abnormal conditions NOT identified in section C hereof. Include comment on psychic or emotional effects, shock, etc., apparent at time of this report.

- 8000. Fracture, depressed, skull, compound, with avulsion of cranial contents. Parietal, temporal and occipital bones involved.
- 8010. Fracture, compound, comminuted of left humerus, left ulna and radius, both femurs, tibiae and fibulae, both legs, and pelvis.
- 8403. Burn, M.E.C., 3rd degree of face, chest and lower extremities.

Section E. STRUCTURES AND EQUIPMENT

Describe fully all plane structures or equipment which contributed to the injuries identified in sections C and D hereof. Include any recommendations for changes leading to prevention of similar injuries.

Unknown.

~~RESTRICTED~~ SECURITY INFORMATION

DATE	GRADE	FLIGHT SURGEON OR EQUIV.	SIGNATURE
14 April 1952	Capt.	F. W. COOPER	<i>[Signature]</i>

RESTRICTED (When filled in)

RESTRICTED (When filled in)

Section F.—Use this space for Report of Autopsy or for any extensions of preceding sections.

RESTRICTED

Not done.

RESTRICTED
SECURITY INFORMATION

RESTRICTED (When filled in)

RESTRICTED
REPORT OF PROCEEDINGS OF
AIRCRAFT ACCIDENT BOARD
LOWRY AIR FORCE BASE

and

3415TH TECHNICAL TRAINING WING
DENVER, COLORADO

Proceedings of a Board of Officers which convened at 1500 hours on 14 April 1952, pursuant to Paragraph 13, Special Orders Number 99, dated 8 April 1952, as amended by Paragraph 10, Special Orders 106, dated 15 April 1952, Headquarters, Lowry Air Force Base, and 3415th Technical Training Wing, Denver, Colorado, copies of which are attached as Exhibits A-1 and A-2 respectively.

MEMBERS PRESENT

LT COL JOHN S. SPARKS JR	AO438547	USAF (President)
MAJ DAVID C BRASLEY	9998A	USAF
MAJ EDWARD OHMURA	15077A	USAF
CAPT HARRY J COPSEY	AO734199	USAF
CAPT DELVER B HERBERT	AO745682	USAF (Recorder)
CAPT LIONEL E WOOD	AO740323	USAF
CAPT RUSSELL M HELLER JR	16500A	USAF
CAPT FRANCIS W COOKE	AO1906939	USAF-MC

MEMBERS ABSENT

LT COL HALLMAN E SANDERS	19144A	USAF-MC TDY
MAJ DEWEY D BUSCH	AO438494	USAF VCCO
MAJ THEODORE H KUCH JR	AO793938	USAF VCCO
MAJ MERVYN T JOHNS	13268	USAF VCCO
CAPT ALBERT J ENGLISH	AO726210	USAF VCCO
CAPT HUBERT J ALBERS	AO1906978	USAF-MC TDY

PURPOSE: To investigate the aircraft accident involving TR-25J, Number 44-31015A, home base Randolph Air Force Base, Texas, Arthur Rurt Wilcox, Captain, USAF, 17452A, pilot, which occurred 8 April 1952 at Golden, Colorado, at 1047 hours MST.

The Board was called to order by the President. A discussion of the circumstances surrounding the flight of AF 1015 from Fairfax Air Force Base, was presented to the Board by Capt Lionel E. Wood, Base Accident Officer. The known facts are:

RESTRICTED
SECURITY INFORMATION

RESTRICTED

Acft Acct Rd Recdgs - TB-25J, No. 44-31015A

a. AF 1015 departed Fairfax Air Force Base for Lowry Air Force Base at CHLZ, on a VFR flight plan. An enroute position report was made by the pilot to Goodland Radio, at which time, he indicated that he was fifteen (15) miles north of Burlington, Colorado at 1002 MST, 8,000', VFR.

b. On the basis of this position report, his computed ground speed was 225 miles per hour. Lowry ETA was thus computed to be 1040 MST.

c. The pilot of AF 1015 requested an IFR clearance some forty-five (45) miles east of Denver from Denver Radio at 1039 MST, to proceed to the low-frequency range station at his requested altitude of 9,000'. At 1044 MST, AF 1015 reported his position as twenty-five (25) miles east of Denver at 9,000'. Denver Approach Control then asked the pilot if he had ILS equipment aboard. After the pilot stated that ILS equipment was in his aircraft, Denver Approach Control cleared AF 1015 to the ILS outer marker at 9,000'. Approach Control received no further communications from AF 1015, and at 1100 MST, declared an emergency.

The Board was then acquainted with the findings of the search party at the scene of the accident. Major Deasley, Base Operations Officer, Captain Russell M. Heller, Wing Flying Safety Officer, Captain Lionel E. Wood, Base Accident Officer, and Captain Francis W. Cooke, Base Hospital, were all members of the search party. The following is a summary of the search party's findings:

a. It is believed that the time of the impact of AF 1015 was 1047 MST. A damaged wrist watch was found at the scene of the accident with the hands indicating 1147 hours CST. Converted to Mountain Standard Time, this would indicate that the watch was worn by some member of the aircraft crew, and gives reasonable credibility to the assumption that the crash occurred at 1047 MST. Captain Heller, Wing Flying Safety Officer, advised the Board that this watch had been given to a Lieutenant Sherwood, Summary Court Officer from Randolph Air Force Base, Texas. Captain Cooke, a member of the search party, also indicated that he had seen this watch, and confirmed the time indication when the watch had stopped running.

b. Through utilization of a calculated ground speed of 225 miles per hour, and plotting from the last known position of AF 1015, the actual arrival-time, at the point of impact, was computed to be 1046½ MST. A survey of the crash area indicated that the aircraft made initial contact with dense timber of from three to five

RESTRICTED
SECURITY INFORMATION

100-18

RESTRICTED

Acft Acct Rd Procdgs - TB-250, No. AA-31015A

inches diameter, and from twenty-five to thirty feet height. The aircraft continued through this timber for some sixty-five feet, on the approximate heading of true west, when it then made initial contact with the earth.

c. On this initial contact, it is believed that the nose section was completely demolished. The wing center section and a portion of the fuselage continued forward for some one hundred and sixty (160) feet up the slope of the mountain after the point of initial contact with the earth. Fire, in an area roughly fifty feet in diameter, was concentrated at the point where the wing center section came to rest. Burned areas along the center line of the crash path indicated that spilled gasoline had also ignited. The right engine came to rest to the right and slightly rear of the wing center-section. The left engine had continued forward, and rested approximately fifty (50) feet from the wing center section. Destruction of the aircraft and its equipment was very severe and extensive.

PRESIDENT: Did you find the radio compass?

A. No, Sir. I do not believe there was any recognizable part of the radio compass.

MAJ BEASLEY: I looked for it myself, but I couldn't find it.

Q. How about the selector box?

A. We did not find the selector box for VHF receivers.

Q. Did he have VAP?

A. We will assume he did. He confirmed it in his conversation that he had, and it was listed in the 263 equipment.

The Board then examined the pictures which were presented.

Q. Was the altimeter found?

A. No, Sir. As far as instruments go, there wasn't a thing left which could be recognized. There was no altimeter found. We did find the magnetic compass, which we have. The slope of the mountain was approximately 30° horizontal. The broken trees indicated he came into the trees horizontally.

Q. Did you find the Form 1?

A. No, Sir, it had probably burned.

Q. Did you find the East-West Radio Letdown books?

A. The entire works burned. There apparently was a flash

RESTRICTED

SECURITY INFORMATION

RESTRICTED

Acft Acft Bd Procdgs - TB-255, No. 44-31115A.

explosion right in the center of aircraft when it came to rest. A small area burned very intensely. Those things were probably in that section. It probably was the cockpit section which was burned so badly.

The members of the Board were sworn by the Recorder and the Recorder was sworn by the President. The reporter was then sworn in by the recorder.

Two (2) witnesses, Mr. Donald M. Davis, Airways Traffic Control, and Mr. Vaughn Pattison, Supervisor, Denver Radio, from Stapleton Municipal Air Field were then called in.

The witnesses were sworn in by the recorder. The recorder explained their rights under the 5th Amendment and the Board proceedings continued:

PRESIDENT: We would like to, more or less, get a statement from you of the actual facts as to whether or not the plane contacted you; the type of clearance you gave; and the conversation between you, as controllers, and the airplane requesting clearance.

Mr. Pattison stated he was the supervisor on duty with Denver Radio and made the following statement:

I made contact with the aircraft myself personally. I wrote up the incident report and forwarded it to my Chief. There was nothing unusual in the contact we had.

At 1037 MST the aircraft called Denver radio. He advised he was forty-five (45) miles east of Denver at 9,000 feet. He was coming from Fairfax to Lowry and requested Denver weather. After he received the weather, the pilot advised he wanted to change to IFR clearance to Lowry at 9,000 feet. He gave me the necessary information on the radio that I had to have in order to fill out my form. At 1039 MST, Denver issued an ATC clearance to AF 1015 to the Denver low frequency range station and told them to maintain 9,000 feet while in the control area. The aircraft repeated back the clearance correctly. At 1044 MST he reported his position as twenty-five (25) miles east at 9,000 feet. The Approach Control acknowledged the position report and asked the pilot if he had ILS equipment. He replied that he had, and as I stated, we gave him clearance and he acknowledged same. This was the last communication we had with him. At

RESTRICTED

Acft Acct. No Frodgs - TR-65, No. 44-4015A

11:00 MST, when no other communications had been received from 1015, we declared an emergency. We advised all facilities that the aircraft was overdue. The Aurora marker was monitored and found normal. I notified the maintenance technician and ground personnel, and instructed that they check all facilities. We checked all surrounding territory and received normal signals. We checked the Denver low frequency range and found it to be normal. I then notified every one concerned of the emergency.

- Q. During contact with the aircraft, was anything said of any nature to indicate that he was having trouble of any kind?
- A. No. No trouble of any kind that we knew of. The reception from this end was very, very good.

- Q. Did you state your first contact was at 1037?
- A. Our contact was at 1015, and he advised he was forty-five (45) miles east. I believe this was at 1037, but when I looked at my watch, it was 1038.

- Q. Did you give him weather?
- A. I gave him the 1029 observation from the Weather Bureau here.

- Q. You gave that to him at 1038?
- A. I gave that before the clearance was delivered. On the first contact, he advised his position, etc., and requested the weather. After receiving the weather, he requested the clearance.

- Q. Actually he got the clearance at 1039?
- A. His clearance was delivered at 1040. I received it and delivered it immediately.

- Q. What would you say his position was at that time?
- A. Forty-five (45) miles east of Denver. He gave it on VFR flight. He said he would request IFR to Lowry, and his estimated elapsed time from his present position to Lowry was fifteen minutes, and gave Goodland as alternate airport.

- Q. Did he request weather and IFR simultaneously?
- A. We requested IFR after he had asked for the weather. We gave him the latest weather we had. I gave it to him at 1039 which would go on our 1030 mountain sequence report.

RESTRICTED
SECURITY INFORMATION

RESTRICTED

Acft Acct Bd Procdgs - TD-25, No. 44-31615A

Q. At 1040 he got his clearance?

A. Yes, Sir.

Q. Do you have a record of his call twenty-five (25) miles east of Denver?

A. That is with the Approach Control, Denver Tower. ATC is a different facility than the tower. We are connected with them by interphone only.

Q. What time was it when they contacted you twenty-five (25) miles east of Denver?

A. 1044.

Q. Mr. Davis, you okeyed that clearance?

A. Yes.

Q. Mr. Davis, can you add anything to what Mr. Pattison has said?

A. No, the only thing is when we get a request of this nature right close to Denver and before we can issue clearance, we have to coordinate with Approach Control on traffic conditions. There were only two (2) minutes used there, and one and one-half (1½) minutes are used up advising the tower and getting the information so that you can get ready for them. My clearance was a standard clearance.

Q. Was he ever given a clearance to ILS?

A. You would have to receive your information from the Tower. We cleared the aircraft to the outer marker as soon as we ascertain he has ILS equipment. We use that as an approach factor. I would like to advise also, that in all our contacts, we give altimeter settings. We keep that posted currently, and the latest altimeter setting would have been given him.

Q. There was no other conversation after 1044, right?

A. Yes, Sir, that is right. There was none.

Q. I was wondering if there might have been a chance of another call. He might have just gotten a blank on the Superior marker. There was no other contact?

A. There was no other contact. We had maintenance technicians check all our facilities. There is a total of three (3) men designated to check our facilities. We perform the monitoring from all sections. At that time, we did this to ascertain that they were correct. The maintenance men started checking

RESTRICTED
SECURITY INFORMATION

RESTRICTED

Acft Acct No. Procds - TP-25J, No. LA-31015A

everything to make sure everything was operating normally. All indications pointed that everything was operating normally.

- Q. Mr. Pattison, is it normal operating procedure to have a thirty-(30) minute waiting period and then resume operations?
- A. We cease operations for thirty (30) minutes and at the end of thirty (30) minutes, it is at the pilot's discretion. All aircraft then operate at the pilot's discretion.

- Q. When they are cleared into Denver low frequency range, is it normal procedure for the Approach Control to reclear the aircraft to the outer marker?
- A. Yes, I would say that normally flights coming to Denver on Airways, receive clearance to hold on one of the fixes, if flight is on Airways. In such case, he doesn't always get clearance on the first contact. In this case, the B-25 happened to be the first aircraft to make contact, and he was cleared.

MR. PATTISON: The contact seemed to be quite clear, and the pilot was very well versed in procedure. He knew just the information to give. His voice was very loud and clear, and I didn't have to question him at all. He gave us the right information from beginning to end.

- Q. Were your contacts on Channel A, VHF?
- A. All our contacts were on Channel A. Approach Control contacts on B channel.

As there were no further questions from members of the Board, the two witnesses left the room.

After carefully considering the questions and evidence before it, and the general discussion between the Board Members, the Board arrived at the following findings and recommendation, which are also shown on the AF Form 14 attached hereto:

FINDINGS:

1. TP-25, Number 1015 was approximately nine (9) miles east of Denver Radio at 1037 MST, when position was given as forty-five (45) miles east of Denver.

2. The pilot apparently misinterpreted radio range signals.

7
RESTRICTED
SECURITY INFORMATION

13

RESTRICTED

Aft Acft Bd Procdgs - TR-25J, No. 44-31015A

and made a mistake in dead reckoning calculations regarding his ground speed.

3. The pilot improperly used, or failed to use adequate radio facilities to correctly ascertain his position.

RECOMMENDATION:

All pilots be rebriefed on accurately utilizing basic types of navigation (pilotage, dead reckoning and radio, making use of all available radio aids and cross references) when flying in or toward mountainous terrain under IFR conditions.

There being nothing further to discuss, the Board adjourned at 1645 hours on 14 April 1952.

Dilver B. Herbert
DILVER B. HERBERT
Captain, USAF
Recorder

TDM: Travel directed is necessary in the military service.
 DOS: Date of Separation.
 DCFP: Duty directed is being performed for.
 DFUC: Duty directed is being performed for unit issuing orders.
 Dir: Directed.

DD: Days delay en route auth'd chargeable as leave provided it does not interfere with rept date & indiv has sufficient accrued leave.

PC: Permanent change of assignment.
 PCS: Permanent change of station.
 TR: Transportation Request.
 TP: Travel by privately owned conveyance authorized.

RESTRICTED
 HEADQUARTERS
 LOWRY AIR FORCE BASE
 and
 3415TH TECHNICAL TRAINING HNG
 Denver, Colorado

SPECIAL ORDERS
 NUMBER 106

15 April 1952

E X T R A C T

1. CPT VICTOR ORSI 101549192 US.F Hq, 3415th Tech Tng Hq is granted 10 days lv of absence eff o/a 23 Apr 52. Upon compl lv will rept CO Hq Sq Sec, 3415th Tech Tng Hq for dy.

2. Folg pers (W) are recond in US.F Unasgd (To fill own vacancy) eff 15 Apr 52 for d indicated and are also Sq & Gp indicated this B. (Auth: AF 39-9):

1/2C Dorothy H Cox 108601013 (P.FSC-70231) (FSC-None) (TOE 3 yrs) (Asgd P/L FILLER 3429th Stu Sq (CAF), 3415th Tech Tng Gp)

T Sgt William J Coles Jr 1013108113 (P.FSC-75170(52351F)) (FSC-7) (DROS 29 Jan 45) (TOE 6 yrs) (Asgd PP 3435th Tng Sq (Left Gnr), 3415th Left Gnr Gp).

S Sgt Arthur T Clarke 1032807978 (P.FSC-75171) (FSC-6) (DROS 9 Feb 45) (TOE unspecified pd) (Asgd PP 3435th Tng Sq (Left Gnr), 3415th Left Gnr Gp).

S Sgt Clyde E Bush 1037703778 (P.FSC-75171) (FSC-6) (DROS Sep 45) (TOE 6 yrs) (Asgd PP 3435th Tng Sq (Left Gnr), 3415th Left Gnr Gp).

3. Having recond in US.F Unasgd (To fill own vacancy) eff 15 Apr 52 1/2C Dorothy H Cox 108601013 (P/L FILLER) 3429th Stu Sq (CAF), 3415th Tech Tng Gp this B is prom'd in the AFUS to gr of 1/10 (TE FOR AY) w/dt of rank 16 Apr 51. (Auth: AF 39-9 as am'dd by Hsg AFTR-P-2 37775, Hq US.F, Wash DC, 15 Feb 51).

4. Having recond in US.F Unasgd (To fill own vacancy) eff 15 Apr 52 T Sgt William J Coles Jr 1013108113 (PP) 3435th Tng Sq (Left Gnr), 3415th Left Gnr Gp this B is prom'd in the US.F to gr of 1/5 (TE FOR AY) (TE FOR AY) w/dt of rank 1 Apr 52. (Auth: AF 39-9 as am'dd by Hsg AFTR-P-2 37775, Hq US.F, Wash DC, 15 Feb 51).

5. Folg C/O's are aptd Summary Court-Martial O, -ff 15 Apr 52:

CPT VICTOR ORSI 101549192 US.F Hq, 3415th Tech Tng Hq
 CPT WILLIAM J COLES JR 1013108113 US.F Hq, 3415th Tech Tng Hq

RESTRICTED
 SECURITY INFORMATION

30 176 W. Lowry AFB, 3415th Tech Ing Gp, Denver Colo, 15 Apr 52, contd:

6. Foley of 3435th Tng Sq (left ear), 3415th Left Qnr Gp, 3415th Tech Ing Hq, TMAF-ATC, Lowry AFB, Denver Colo this is a dog crew member LHM per 5b AFR 39-47, and as such is required to participate in regular and frequent earl fits for indef pd eff 15 Apr 52. Duties to be performed by these persons are essential to the accomplishment of the mission of the left ear:

- 1. Sgt William J Colas Jr AF13108119 (D.FSC-75170(32351F)) (D.FSC-32351F)
- 2. Sgt Arthur T Clarke AF32807976 (D.FSC-75171(32351F)) (D.FSC-32351F)

- 7. NOT USED.
- 8. NOT USED.
- 9. NOT USED.

✓ 10. Par 13 5C 99 this Hq es as pertains to Offs aptd members of "Aircraft Accident Investigation Board" this is added to add: "CAPT FRANCIS H COOKE 01906939 USAF-IC (Alternate)".

BY COMMAND OF KING DIER GENERAL STRAUB:

OFFICIAL:

H J JARETT
1st Lt, USAF
Asst Adj

H J JARETT
1st Lt, USAF
Asst Adj

DISTRIBUTION:

- 1-St Services (1/R Sec)
- 5-Offs Pers Sec
- 2-Ing Dds Sec
- 5-Gen Pers Sec
- 15-Hq, 3415th Tech Ing Gp
- 2-Ing Log-1 O
- 5-3415th Mod Gp
- 5-Flt Surg
- 2-30 Off per 5
- 10-3429th Stu Sq (CAF)
- 45-3435th Tng Sq (left ear)
- 5-Capt Crsd
- 5-Capt Cook:

HEAD MATTERS
TO BY THE FORCE BASE
and
3415TH TECHNICAL TR. ENG. WING
Denver, Colorado

SPECIAL ORDERS
NUMBER 99

EXTRACT

8 April 1952

11. WOOD 4 Apr 52 hereby cfm and under matter of req.

Lt/B George H Speath AF1265807 1300th AF Sq Mountain Home AB Idaho is attached 3415 AF Sq, 3415th AB Gp this B eff 4 Apr 52 for ops, rat and admin pdg dsgo.

12. Upon completion matters now pdg before the "Aircraft Accident Investigation Board" aptd per par 75 30 52 this Hq as is termd.

13. Folg Offs are aptd as members "Aircraft Accident Investigation Board" this B. Bd will meet at the call of the President purpose investigating all acft accidents occurring within this Command. Provisions of AF 62-14 w/b complied w/:

LT COL JOHN S SPENCE AF 0438547 USAF (President)
LT COL HALL H L SANDERS 191444 USAF-TC
MAJ DEWEY D BUSCH 00490494, USAF (Alternate)
MAJ DAVID C HELSLEY JR 9998, USAF
MAJ THEODORE H HANSEN JR 00793936 USAF
MAJ EDWARD CHASE 15077, USAF
MAJ ERVET T JOHNS 13268 USAF
CAPT HARRY J CONNEY 0734199 USAF (Airt Matter)
CAPT DILVER B HERBERT 0745682 USAF (Recorder w/vote)
CAPT LICKEL E WOOD 0740323 USAF (Base Acft Accident O)
CAPT ALBERT J ENGLISH 0726210 USAF (Airt Recorder w/vote)
CAPT RUSSELL J HELLER JR 16500, USAF
CAPT HUBERT J ALBERS 01906978 USAF-TC (Alternate)

14. Folg Offs 3416th Stu Sq (Off), 3415th Tech Tng Gp this B are detailed to inv Consl Dining Halls as disinterested Offs on 15 Apr 52. Offs will rpt to Food Sv Supv O, Room 611, Bldg 349, at 0730 hrs, 15 Apr 52. (Auth: Sec XI, Par 113., TI 10-205).

CAPT DALE E KAUFMAN 0676276 USAF
2D LT ROLLAND K LITSON 01863545 USAF
2D LT ROBERT W HATH 22282, USAF
2D LT RICHARD D CANTOERY 01904374 USAF
2D LT DONALD K BRANDT 02210340 USAF
2D LT RUDOLPH W FIERCE 22301, USAF

15. Announcement is hereby made of O of name of Benita Redgood AAB300159 1/20 Hq, 3415th AB Gp (attached 3429th Stu Sq (CAF), 3415th Tech Tng Gp for ops, rat and sup) this B to Benita Redgood, AF AF 31-5.

16. WOOD 4 Apr 52 hereby cfm and under matter of req, the exigencies of sv having been such as to prevent issuance of orders in lv:

30 99 H. Lowry AFN 3415th Tech Tng Gp, Denver Colo 8 Apr 52, par 16 contd:

16. 1/30 Paul H Braun AF16386382 (D.FSC-32330F)(D.FSC-32331F) P/L STU 3436th Stu Sq, 3415th Left Gar Gp, 3415th Tech Tng Gp TT.F-TRC this B is removed fr dy requiring participation in regular and frequent airt flights LHM AFN 39-47 eff 4 Apr 52.

17. 1/30 Albert Gustoulian AF17308473 (P.FSC-75191(32230..)) (D.FSC-20370) Hq, 3415th Tech Tng Gp, 3415th Tech Tng Gp TT.F-TRC this B is dsgd as non-crew member LHM per 6b & 12b, AFN 39-47 for pd 20 Apr 52 through 13 May 52, and are required to participate in regular and frequent airt flights. (Auth: Hq 3415th, Hq TNG, Gulfport Miss).

18. Susp fr fly of CAPT LEONARD H FRINDT 30745937 USAF 3416th Stu Sq (Off), 3415th Tech Tng Gp HP per 2 AR 35-1480 (Par 12 Ex Order 9195 as amnd) and Par 9a (1b) (c) AFN 35-16, per per 41 SO 92 this Hq es is reved.

BY ORDER OF COLONEL SPRACHE:

OFFICIAL:

H J JARRETT
1st Lt, USAF
Asst Adj

H J Jarrett
H J JARRETT
1st Lt, USAF
Asst Adj

DISTRIBUTION:

1-Gt Service (L/A Sec)
5-Gen Pers Sec
5-Off Pers Sec
2-1/2 Bds Sec
20-3416th Stu Sq (Off)
10-3429th Stu Sq
10-Hq 3415th Tech Tng Gp
5-3415th Stu Sq
2-Flt Recs
15-Hq 3415th AB Gp
10-Hq 3415th Tech Tng Gp
10-Hq 3415th Left Gar Gp
10-3436th Stu Sq
10-3415th Spt Sq (Left Gar)
6-Flt Surg
10-3415th Med Gp
10-Hq 3415th MS Gp
5-Cent Frindt
2-Off Per 13 14
6-10

RESTRICTED

HEADQUARTERS
RANDOLPH AIR FORCE BASE
RANDOLPH FIELD, TEXAS

SUBJECT: TDY Orders (No. 452) Section II 5 April 1952
TO: LT COL MERRIL E SMITH AC729256 USAFR 3511th CCTG

1. You are dir to pro o/a 7 Apr 52 for Randolph AFB Randolph Fld Tex for Fairfax AFB Kansas City Kan and Lowry AFB Denver Colo on TDY for aprx 4 days; purpose co-pilot on acct DFUD (Airlift of personnel for a conference) upon compl will rtnr proper sta.
2. TEMAA TDW 5723400 264-2070 P448.6-02 S41-606. Tvl by rail bus or eml acct authd (Par 3b(2) AR 55-120) if mil acct not aval.
3. Bud & Fisc 0 this sta cert funds are aval. FO making pmt against this order will fwd cy pd vou to Bud & Fisc (this sta. Claim for reimbmt w/b sub to FO w/i 7 days after compl TDY. RTO issuing TR of RL against order will furn Bud & Fisc this sta cy of same. (Auth: Section III ATRC Reg 36-2).
4. IF TDY CANNOT BE COMPLETED W/I PERIOD SPEC ABOVE, THIS HQ W/B NOTIFIED IMMED BY TELEGRAM STATING ADD NO OF DAYS REQUIRED.

DISTRIBUTION	BY ORDER OF COLONEL BLASE:	CERTIFIED TRUE COPY
2 Ea Per concerned		
1 Fin Off		
2 Fisc Acctg		
1 Rec Adm	W M ADERUSTER	<i>Russell M. Heller, Jr.</i>
1 Sq Concerned	Major, USAF	RUSSELL M. HELLER, Jr.
1 SO Section	Adjutant	Captain, USAF

HEADQUARTERS
RANDOLPH AIR FORCE BASE
RANDOLPH FIELD, TEXAS

SUBJECT: TDY Orders (No. 452) Section I 5 April 1952
TO: CAPT ARTHUR B WILCOX JR 1745A USAF 3511th CCTG

1. You are dir to pro o/a 7 Apr 1952 fr Randolph AFB Randolph Fld Tex to Fairfax AFB, Kansas City Kan and Lowry AFB Denver Colo on TDY for aprx 4 days; purpose Pilot on acct DPU (Airlift of personnel for a conference) upon comple will rtnr proper sta.
2. TEMAA TDW 5723400 264-2070 P448.6-02 S41-606. Tvl by rail bus or coml acct authd (Par 3b (2) AR 55-120) if mil acct not aval.
3. Bud & Fisc 0 this sta cert funds are aval. FO making pmt against this order will fwd cy pd vou to Bud & Fisc this sta. Claim for reimbmt w/b sub to FO w/i 7 days after compl TDY. RTO issuing TR or BI against order will furn Bud & Fisc this sta cy of same. (Auth: Section III ATRC Reg 36-2).
4. IF TDY CANNOT BE COMPLETED W/I PD SPEC ABOVE, THIS HQ W/B NOTIFIED IMMED BY TELEGRAM STATING ADD NO OF DAYS REQUIRED.

DISTRIBUTION	BY ORDER OF COLONEL BLASE:	CERTIFIED TRUE COPY
2 Ea Per concerned		
1 Finan O		
2 Fisc Acctg	W. E. ADERUSTER	<i>Russell M. Heller, Jr.</i>
1 Rec Adm	Major USAF	RUSSELL M. HELLER, JR.
1 Sq Concerned	Adjutant	Captain, USAF
1 SO Section		

SECURITY INFORMATION

AIRCRAFT CLEARANCE						DATE
OPERATIONS OFFICE 4610 Air Base Squadron, Fairfax Field, Kansas					8 April 1952	
AIRCRAFT SERIAL NO.					44-31015A	
B OCCUPANTS (State whether crew or passengers. List additional passengers on separate sheet and attach.)						
DUTY	NAME AND INITIALS	GRADE	SERIAL NO.	ORGANIZATION	HOME STATION	
PILOT	Wilcox, H. H.	Capt	17452A	2510 CCTW	Randolph AFB	
GP	Smith, H. E.	1/Col	A0729256	"	"	
N	Wicks, F. E.	Capt	A0695574	"	"	
X	Haughey, W. R.	Maj	15671A	"	"	
X	Markel, E. V.	Maj	A0796557	"	"	
X	Gelovsky, A. F.	Capt	A0688663	"	"	
X	Brasington, B. A.	2/Lt	A01807019	"	"	
OE	Altgelt, J. M.	T/Sgt	AF18067516	"	"	
X	Ellenberg, L. G.	Capt	A0811042	"	"	
X	Vistal, D. L.	Civ	Dr	"	"	
X	Dahl, D.	A2/C	AF19422375	Hq/Hq Sq	Shaw AFB, S. C.	
(COPY RECEIVED BY INTERCOM THRU FLIGHT SERVICE FROM FAIRFAX FIELD)						
C WEATHER						
CEILINGS AND VISIBILITIES	EXISTING		SEQUENCE TIME	FORECAST FOR ETC. + 1 HOURS		
	DESTINATION WX Ckd by pilot			DESTINATION		
	ALTERNATE 08450			ALTERNATE		
BRIEFING VOID AFTER (TIME)		(WEATHER CONDITIONS INDICATE THAT THIS FLIGHT MAY BE CONDUCTED AS PLANNED)		SIGNATURE OF FORECASTER OR CLEARANCE AUTH. /s/ H. H. Wilcox, Jr.		
D FLIGHT PLAN						
RADIO CALL AF1015		AIRCRAFT TYPE B-25		PILOT'S LAST NAME Wilcox		POINT OF DEPARTURE Fairfax Field
ALT. VFR	ROUTE DRT	ALT. VFR	ROUTE TO	ALT. VFR	ROUTE TO	ALT. VFR
DESTINATION Lowry AFB		MILEAGE FROM DEST.		NORMAL TRANSMITTING FREQ'S VHF - 8		WEIGHT AND BALANCE FORM F FILED AT LOCATION Randolph AFB
BASE NAME Lowry AFB		USAF RATINGS (1 for standard) PILOT 3 INSTRUMENT 1		NAVY INSTRUMENT RATINGS (1 for standard) <input type="checkbox"/> RESTRICTED <input type="checkbox"/> STANDARD <input checked="" type="checkbox"/> SPECIAL		DATE 1 April 1952
MILEAGE 565 SM		EST TIME A/S 09150 220		EST TIME B/S 2440 6430		
(NAVY ONLY) PLANE INSTRUMENT QUALIFICATIONS <input type="checkbox"/> RESTRICTED <input type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL						
REMARKS Code Number 6 MANAGING OFFICER /s/ H. H. Wilcox, Jr.						
E SUBMITTED TO Lowry Tower			TIME 0920		FLIGHT CLEARANCE AUTHORIZATION BY NF	
INSTRUCTIONS AND APPROVAL			ACTUAL T.O. TIME 0912		SIGNATURE OF CLEARING AUTHORITY HARRY J. BEUT Lt. Col., USAF Commanding	
TRANS. TO TOWER OR PILOT BY NF/IR			ARRIVED AT NAME		SIGNATURE OF CLEARING OFFICER /s/ H. H. Wilcox, Jr.	
STATION			TIME		GRADE OR POSITION	

DD FORM 175 SECURITY INFORMATION

RESTRICTED
HEADQUARTERS
RANDOLPH AIR FORCE BASE
RANDOLPH FIELD, TEXAS

SUBJECT: TDY Orders (No. 452) Section I 5 April 1952
TO: T SGT JOHN M. ALTGELT AF18067576 USAF 3515th Maint Sq

1. You are dir to pro o/a 7 Apr 52 fr Randolph AFB Randolph Fld Tex to Fairfax AFB Kansas City Kan and Lowry AFB Denver Colo on TDY for aprx 4 days; purpose Crew chief on acft DPUO (Airlift of personnel to a conference), upon compl will rtn proper sta.

2. TEMAA TDY 5723400 264-2070 F448.6-02 841-606. Tvl by rail bus or coml acft authd (Par 3b(2) AF 55-120) if mil acft not aval.

3. Bud & Fisc of this sta cert funds are aval. FO making put against this order will fwd by pd vou to Bud & Fisc of this sta. Claim for reimbr w/b sub to FO w/i 7 days after comply TDY. RTC issuing TR or BL against order will furn Bud & Fisc this sta cy of same. (Auth: Section III ATRC Reg 39-2).

4. IF TDY CANNOT BE COMPLETED W/I PERIOD SPEC ABOVE, THIS HQ W/B NOTIFIED LIMED BY TELETYPE STATING ADD NO OF DAYS REQUIRED.

DISTRIBUTION

2 Ea Per concerned
1 Fin Office
2 Fisc Acctg
1 Rec Adm
1 Sq Concerned
1 SO Section

BY ORDER OF COLONEL BLASE:

W H ARMERUSTER
Major USAF
Adjutant

CERTIFIED TRUE COPY:

Russell M. Heller, Jr.
RUSSELL M. HELLER, JR
Captain, USAF

HEADQUARTERS

RANDOLPH AIR FORCE BASE

SUBJECT: TDY Orders (No 459) RANDOLPH FIELD, TEXAS 9 April 1952

TO: CAPT LORENCE G ELLENBERG A0811042 3514th Tng Sq (Ccr)

Exigencies of the svcs having prevented the issuance of competent orders in advance VOCC this sta 7 Apr 52 is confirmed and made a matter of record. TDY Orders (No 445) this Hq 4 Apr 52 pertaining to the TDY of Ofcs to Lowry AFB Colo via Kansas City Kansas (Fairfax fld bus apt) for aprx five (5) days o/a 7 Apr 52 is amndd to incl "CAPT LORENCE G. ELLENBERG A0811042 3514th Tng Sq (Ccr).

BY ORDER OF COLONEL BLASE:

/s/ FRED B. WREN
Cdr, USAF
Assistant Adjutant

CERTIFIED TRUE COPY:

Russell M. Heller, Jr.
RUSSELL M. HELLER, JR
Captain, USAF

RESTRICTED
SECURITY INFORMATION

REQUEST AND AUTHORIZATION FOR OUTSIDE TRAVEL AT GOVERNMENT EXPENSE

1. OFFICE (Signed or title) **MPA** 2. TELEPHONE **531** 3. TYPE OF TRAVEL ORDER
 PERMANENT CHANGE OF STATION TEMPORARY DUTY 4. DATE OF REQUEST **6 April 1952**

5. NAME OF TRAVELER(S) (First--middle initial--last name) **Dr. Donald A. Vestal** 6. POSITION TITLE **Education Specialist (Crse Materials GS-12)**

7. OFFICIAL DUTY STATION AND LOCATION **Randolph Air Force Base
Randolph Field, Texas** 8. APPROXIMATE NUMBER DAYS TEMPORARY DUTY (Including travel time) **5 Days** 9. BEGINNING ON OR ABOUT **7 April 1952**

10. PURPOSE OF TEMPORARY DUTY (Describe in detail) **To familiarize OCS Representatives with related courses at Lowry AFB and to coordinate training requirements with the Gunnery School.**
 SECURITY CLEARANCE: INCLUDING SECRET

11. ITINERARY (List complete addresses) VARIATIONS IN ITINERARY AUTHORIZED
FROM Randolph AFB, Texas
to Lowry AFB, Colorado
Kansas City, Missouri
Return to: Randolph AFB, Texas

12. MODES OF TRANSPORTATION AUTHORIZED (Place X in applicable boxes)

GOVERNMENT			COMMERCIAL		RATE PER MILE	<input checked="" type="checkbox"/> ADMINISTRATIVELY DETERMINED THIS MODE OF TRAVEL IS MORE ADVANTAGEOUS TO THE GOVERNMENT	<input type="checkbox"/> REIMBURSEMENT LIMITED TO COST TO GOVERNMENT OF TRAVEL BY USUAL COMMON CARRIER
AIR	SURFACE	WATER	AIR--SURFACE--WATER				
<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		7 Cents		

13. PER DIEM AUTHORIZED (Place X in applicable box)

PER DIEM OF \$1 IS AUTHORIZED EXCEPT AS CHANGED BY THE APPLICABLE PROVISIONS OF PAR 4A(2), CHAPTER AF 11.9 OF AFM 40-1 REIMBURSEMENT FOR PER DIEM WHILE TRAVELING BY PRIVATELY OWNED CONVEYANCE LIMITED TO TRAVEL TIME BY USUAL COMMON CARRIER OTHER PER DIEM STATEMENTS

14. EXPENSE ADVANCE (Place X in applicable box and fill in blank spaces)

ADVANCE FOR TEMPORARY DUTY TRAVEL ADVANCE ON PERMANENT CHANGE OF STATION

TRAVEL EXPENSE ADVANCE BY ACCOUNTING AND DISBURSING OFFICER AT _____ IS AUTHORIZED, AND

TRANSPORTATION EXPENSE ADVANCE BY ACCOUNTING AND DISBURSING OFFICER AT _____ IS AUTHORIZED.

INDEMNITY BOND REQUIRED FOR ADVANCE OF TRANSPORTATION EXPENSE

15. TRANSPORTATION OF DEPENDENTS (Permanent change in station only) (Place X in applicable box)

EMPLOYEE REQUESTS TRANSPORTATION OF DEPENDENTS (as defined in Executive Order 9835 dated 8/1/47) WHOSE NAME(S) AND AGES ARE LISTED ON THE REVERSE HEREOF TRANSPORTATION AUTHORIZED BY PRIVATELY OWNED CONVEYANCE

TRANSPORTATION AUTHORIZED IN ACCORDANCE WITH AFR 75-25 (Rail, air, surface, and water) REIMBURSEMENT ON ACTUAL EXPENSE BASIS WHEN NOT ACCOMPANIED BY EMPLOYEE. REIMBURSEMENT OF TRAVEL EXPENSE FOR TRAVEL BY PRIVATE CONVEYANCE NOT IN EXCESS OF COST TO GOVERNMENT OF TRANSPORTATION BY USUAL COMMON CARRIER

16. SHIPMENT OF HOUSEHOLD GOODS (Permanent change of station only) (Place X in applicable box)

EMPLOYEE HAS DEPENDENTS AND IS AUTHORIZED MOVEMENT OF HOUSEHOLD GOODS NOT IN EXCESS OF 7,000 POUNDS UNCRATED OR 8,750 POUNDS CRATED EMPLOYEE DOES NOT HAVE DEPENDENTS AND IS AUTHORIZED MOVEMENT OF HOUSEHOLD GOODS NOT IN EXCESS OF 1,200 POUNDS UNCRATED OR 3,125 POUNDS CRATED

17. REMARKS (Newly cleared persons, annual leave authorized in connection with temporary duty, etc.)

Employee is authorized to subsist in Field Ration Mess.

18. TYPED NAME OF REQUESTING OFFICIAL _____ SIGNATURE _____

RICHARD B. HALE, Lt Col, USAF, Dr, TAMD /s/ **WILLIAM E. HAUNHEY, Maj, USAF**
 for Lt Col Hale

19. TYPED NAME OF ADMINISTRATIVE APPROVING OFFICIAL _____ SIGNATURE _____
 (To be used at date of departure or return)

SECURITY INFORMATION

RESTRICTED

AUTHORIZATION

20. ORDER NO.

21. AGENCY

22. DATE

Department of the Air Force, Randolph AFB, Tex

4 April 1952

23. EXPENSES AUTHORIZED ARE CHARGEABLE TO

5723100 264-2070 PLA3-02 841-505

/s/t/ BATHURIDGE D TRAILKELL, Fiscal C

24. REQUEST FOR TRAVEL APPROVED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE AS PROVIDED IN CHAPTER 47 OF THE FEDERAL TRAVEL REGULATION (47 CFR 101-11.6). THE TRAVEL TO BE PERFORMED IS NECESSARY IN THE PUBLIC SERVICE.

25. NAME, GRADE (If indistinguishable) AND TITLE OF AUTHORIZING OFFICIAL (Authentication will be by signature or by official seal of headquarters issuing order)

BY ORDER/IN PLACE OF COLONEL BLASE:

MORRIS H FAUSETT
2nd Lt., USAF, Asst. Adjutant

REMARKS:

CERTIFIED TRUE COPY:

Russell H. Heller, Jr.
RUSSELL H. HELLER, Jr.
Captain, USAF

U.S. GOVERNMENT PRINTING OFFICE: 1951 - O-941045
SECURITY INFORMATION

HEADQUARTERS
RANDOLPH AIR FORCE BASE
RANDOLPH FIELD, TEXAS

SUBJECT: Temporary Duty Orders (No 463)

11 April 1952

TO: Offs Concerned

TDY Order (No 445) this Hq 4 Apr 52 & TDY Orders (No 459) this Hq 9 Apr 52 (amndmt of No 445) pertaining to TDY of folg named Offs to Lowry APB Colo via Kansas City Kansas (Fairfax Fld Mun Aprt) o/a 7 Apr 52 for aprx five (5) days as reads "TDN 5723400 264-2070 P433-02 S41-606," is amndd to read "TDN 5723400 264-2070 P443-02 S41-606, and as reads "CAPT ANDREW F. CELOVSKY AO688663" is amndd to read "CAPT ANDREW F. CELOVSKY AO688663".

MAJ EUGENE F MARKEL AO796557 Hq 3511th CCR Tng Gp
CAPT FRANKLIN E WICKS AO695574 Hq 3510th CCR Tng Wg
CAPT ANDREW F CELOVSKY AO688663 Hq 3510th CCR Tng Wg
2D LT ROYCE A BRASINGTON AO1857019 Hq 3511th CCR Tng Gp
CAPT LORENCE G WILLENSBERG AO811042 3511th Tng Sq (CCR)
MAJ WILLIAM B HAUGHEY 15671A Hq 3511th CCR Tng Gp

BY ORDER OF COLONEL BLASE:

/s/ Morris H. Fassett
MORRIS H FAUSETT
2d Lt, USAF
Assistant Adjutant

DISTRIBUTION

2 Rec Adm
12 Bud & Fisc C
1 Fin O
2 Ea Off Concerned
1 Ea Orgn Concerned
1 SO Section

CERTIFIED TRUE COPY

Russell M. Heller, Jr.
RUSSELL M. HELLER, Jr.
Captain, USAF

RESTRICTED
SECURITY INFORMATION

RESTRICTED
HEADQUARTERS
RANDOLPH AIR FORCE BASE
RANDOLPH FISIO, TEXAS

SUBJECT: Temporary Duty Orders (No. 445)

4 April 1952

TO: Off Concerned

Folx named off are placed on TDY for apprx five (5) days WF o/a 7 Apr 52 to Lowry AFB Colo via Kansas City Kansas (Fairfax Fld Mun Apt) to attend conference to coordinate RBS requirements of this command to coordinate training of Medium Bombardment crews. Upon compl of TDY off will rtn to proper sta and orgn. Fin O making payment against this order will fwd cy paid you to Bud & Fisc O this sta. Bud & Fisc O this sta certs that aval bal of funds chargeable to accounting; classification shown herein is sufficient. You claiming reimbursement for ph TDY performed UP this order will be turned in to a Fin O within seven (7) days after compl of TDY. TBMAA. Trvl by rail bus or coml soft authd (Par 3b(2) AR 55-120) if mil acft not aval. IF TDY CANNOT BE COMPL W/I PD SPEC ABOVE, THIS HQ W/B NOTIFIED IMMEDIATELY BY TELEGRAM STATING ADDITIONAL NO OF DAYS REQUIRED. TDN 5723400 264-2070 P433-02 841-606. (Auth: ATRC Reg 36-2). Cifs cleared for access to conf mat up to and incl SECRET.

MAJ WILLIAM R HAUGHEY 15671A Hq 3511th CCr Tng Gp
MAJ EUGENE V MARKEL AO796557 Hq 3511th CCr Tng Gp
CAPT FRANKLIN E WICKS AO695574 Hq 3510th CCr Tng Wg
CAPT ANDREW F CELCVSKY AO688663 Hq 3510th CCr Tng Wg
2D LT BOYCE A BRASINGTON AO1857019 Hq 3511th CCr Tng Gp

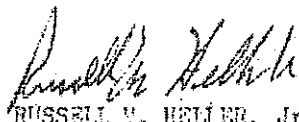
BY ORDER OF COLONEL BLASE:

MORRIS H. F. FAUSETT
2d Lt, USAF
Assistant Adjutant

DISTRIBUTION

2 Rec Adm
10 - Budg & Fiscal
1 Fin O
2 Ea Off concerned
1 Ea Orgn concerned
1 SC Section

CERTIFIED TRUE COPY.


RUSSELL M. HELLER, Jr.
Captain, USAF

RESTRICTED
SECURITY INFORMATION

RESTRICTED

TACTICAL WEIGHT and BALANCE CLEARANCE

FORM
F

7-1-52

DATE 1 April 1952 AIRPLANE R-25 FROM _____
 MISSION _____ SERIAL NO. 44-31015 TO _____

REMARKS
 3 crew
 8 passengers

REF.	ITEM		WEIGHT	INDEX OR MOMENT		
1	BASIC AIRPLANE (from chart C)		18,878	29.8		
2	(75) Gallons		569	306		
3	DISTRIBUTION OF LOAD					
	COMPT.	Crew	BAGGAGE	CARGO AND MISC.	WEIGHT	INDEX OR MOMENT
	A					
	B	2	400		1100	26.0
	C	4	800		800	24.9
	D					
	E	5	1000		1000	35.2
	F					
	G					
	H					
	I					
	J					
	K					
	L					
	M					
	N					

COMPUTER PLATE NO. R-654
 (If Used)

The weight and index or moment must be within limits for landing. If this is impossible, pertinent instructions to the pilot for shifting load and crew should be noted above. Particular care must be taken when paratroops are evacuated.

CORRECTIONS (Ref. 9)

COMPT.	ITEM	CHANGES (+ or -)	
		WEIGHT	INDEX OR MOMENT
	CERTIFIED TRUE COPY		
	<i>Russell K. Heilner, Jr.</i>		
	RUSSELL K. HEILNER, JR		
	Captain, USAF		
	TOTAL WEIGHT REMOVED	-	-
	TOTAL WEIGHT ADDED	+	+
	NET DIFFERENCE (Ref. 9)		

4 MINIMUM LDC. GR. WT. 21,141 34.2

5 () Rds. () Col.

ADJUSTMENT (By Comparison)

6 FORWARD
AFT
EXTERNAL

7 BUILT IN (971) Gal. 5,884 51.5
 BOMB BAY () Gal.
 EXTERNAL () Gal.

8 TAKE-OFF CONDITION (Use or check) 26,985 51.5

9 CORRECTIONS (If required)

10 TAKE-OFF CONDITION (Corrected)

TAKE-OFF CG IN % M.A.C. 26.8

LIMITS
 Recommended Max. Take-off Gr. Wt. 33,500 LB.
 Recommended Max. Landing Gr. Wt. 32,200 LB.
 Permissible CG Limits 16.5 % to 32 % M.A.C.

COMPUTED BY _____
 WEIGHT & BAL. OFFICER /s/ Russell K. Heilner, Jr.
 PILOT _____

(FOR TRANSPORT AND CARGO MISSIORS, USE OTHER SIDE)

RESTRICTED

TRANSPORT AND CARGO WEIGHT and BALANCE CLEARANCE

FORM F

DATE _____ AIRPLANE _____ FROM _____
 FLIGHT _____ SERIAL NO. _____ TO _____

PRELIMINARY ESTIMATE	WEIGHT	REF.	ITEM	WEIGHT	INDEX OF MOMENT
ALLOWABLE GROSS WEIGHT		1	BASIC AIRPLANE (From chart C)		
TOTAL AIRPLANE & FUEL WT. (Ref. 10)		2	OIL (Gallons)		
ALLOWABLE LOAD (Ref. 11)		3	CREW (No.)		
		4	CREW'S BAGGAGE		
LIMITS					
Recommended Max. Take-off Gr. Wt. _____ LB.		5	STEWARD'S EQUIPMENT		
Recommended Max. Landing Gr. Wt. _____ LB.		6	EMERGENCY EQUIPMENT		
Permissible CG Limits _____ to _____ % M.A.C.		7	EXTRA EQUIPMENT		

* REMARKS *

8	OPERATING WEIGHT						
9	TAKE-OFF FUEL (Gallons)						
10	TOTAL AIRPLANE & FUEL WEIGHT						
11	DISTRIBUTION OF ALLOWABLE LOAD					<div style="border: 1px solid black; width: 100px; height: 100px; margin: 0 auto;"> <div style="border: 1px solid black; width: 100%; height: 100%; position: relative;"> </div> </div>	
	COMPT.	PASSENGERS		BAGGAGE	MAIL		CARGO
		NO.	WEIGHT				
	A						
	B						
	C						
	D						
	E						
	F						
	G						
	H						
	I						
	J						
	K						
	L						
	M						
	N						
	O						
	P						

COMPUTER PLATE NO. _____
 (If Used)

CORRECTIONS (Ref. 13)			
COMPT.	ITEM	CHANGES (+ or -)	
		WEIGHT	INDEX OF MOMENT
TOTAL WEIGHT REMOVED			
TOTAL WEIGHT ADDED			
NET DIFFERENCE (Ref. 13)			

12 TAKE-OFF CONDITION (Uncorrected) _____
 13 CORRECTIONS (If required) _____
 14 TAKE-OFF CONDITION (Corrected) _____

TAKE-OFF CG IN % M.A.C. _____

NOTE: Moment will be used only when the balance computer is not available.

COMPUTED BY _____
 WEIGHT & BAL. OFFICER _____
 PILOT _____

RESTRICTED

LIST OF TECHNICAL ORDERS NCW

1. T. O. 01-1-500, dated 1 March 1952, Inspection, Identification and Disposition of 47' tire inner tubes installed on all series E-10, B-25, B-26 aircraft.

RESTRICTED
SECURITY INFORMATION

RESTRICTED
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Air Route Traffic Control Center
Stapleton Airfield
Denver 7, Colorado

April 9, 1952

1. Denver Air Route Traffic Control Center.
2. Handling of Air Force #1015, B-25.
3. DAR from 1000M to 1126M - April 8, 1952.
4. CDEN: Air Route Traffic Control Center,
Denver, Colorado
DEN RDO: CAA Interstate Airways Communication Station,
Denver, Colorado
DEN TWR: Airport Traffic Control Tower,
Denver, Colorado
5. "I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject incident".

/s/ Paul H. Goedert Center Chief, Denver Center
Name (Title)

CERTIFIED TRUE COPY:

Russell M. Heller, Jr.
RUSSELL M. HELLER, JR.
Captain, USAF

SECRET

DEN From 1000M to 1120M

DEN RDO: Air Force 1015, 45 miles east of Denver, 37, (10370), 9,000 enroute VFR from Fairfax to Lowry. He's requesting IFR, 9,000 to Lowry, estimating zero plus fifteen. B-25. Goodland for an alternate. VP

CDEN: Alright, just a minute -- how far east was he put?

DEN RDO: Forty-five miles east.

CDEN: Present altitude is --

DEN RDO: Nine thousand and he's requesting nine thousand to Lowry, estimating fifteen minutes.

DEN TWR: Tower.

CDEN: Controller?

DEN TWR: Go ahead.

CDEN: Have Air Force 1015 fifteen minutes east of Denver at nine thousand, requesting clearance into Denver at nine thousand.

DEN TWR: That'll be satisfactory with us -- what type aircraft?

CDEN: B-25.

DEN TWR: And it's fifteen minutes east?

CDEN: Yes.

DEN TWR: O.K.

CDEN: We'll clear him to the low frequency range.

RESTRICTED

Page Two (continued)

DEN TWR: CH.

CDEN: RX. 1039 (1039M) — clearance.

DEN RDO: Go ahead.

CDEN: ATC clears Air Force 1015 to the Denver low frequency range station, maintain nine thousand while in control area. No delay expected. Contact Denver approach control twenty-five east of Denver. RX.

DEN RDO: VP.

CDEN: 1040. (1040M)

DEN TWR: Air Force 1015 was thirty-five east, 44, (1044M), nine thousand, was cleared to the outer marker.

CDEN: RX.

DEN TWR: SS.

CDEN: 1045. (1045M)

DEN TWR: Did you originally talk to Air Force 1015 or did radio?

CDEN: Radio.

DEN TWR: O.K. — he reported at 44 (1044M), twenty-five east — that's nineteen minutes ago — we've been unable to contact since — he was cleared to the outer marker to maintain nine thousand — so — somewhere he should be out there.

CDEN: Uh — he contacted you?

RESTRICTED
SECURITY INFORMATION

REFLECTED

Page Three (continued)

DEN TWR: Yes -- twenty-five east at AA (1044K).

CDEN: Alright, I'll see if radio can call him. You have -- you've checked with Lowry to see if he got on?

DEN TWR: Yes, he's not at Lowry.

CDEN: RX. CA (1140K).

DEN TWR: OH.

DEN RDC: Radio.

CDEN: Call Air Force 1015, attempt to establish contact, obtain a position report. RX.

DEN RDC: CS.

CERTIFIED TRUE COPY:

RUSSELL M. HELLER, JR.
Captain, USAF.

SECURITY INFORMATION

RESTRICTED

Department of Commerce-CIVIL AERONAUTICS ADMINISTRATION

INCIDENT NO.

INCIDENT REPORT

April 9, 1952

DEN ATIS NO. 174

TO: Commanding Officer
Military Flight Service Center
Lowry Field
Denver, Colorado

FROM: Air Route Traffic Control Center
Civil Aeronautics Administration
Communications Bldg., Stapleton
Denver 7, Colorado

The following is a report of an incident which adversely affected the control of air traffic. This report is forwarded for your information and any action you may deem necessary. No reply is required. If desired, the chief controller will be glad to discuss this report at your convenience. Any action which you may take to assist the Air Traffic Control Service to provide efficient and safe control of air traffic will be appreciated.

AGENCY/AIRCRAFT IDENTIFICATION

Air Force #1015, B-25

NAME(S) OF PERSONNEL OR PILOT

Captain A. B. Wilcox, 3510 CCTW
Randolph Field, San Antonio, Texas

TYPE OF INCIDENT

Accident (Suspected)

SUMMARY OF INCIDENT (USE REVERSE SIDE IF NECESSARY).

At 1037M, Air Force #1015, a B-25, reported to Denver, Colorado Radio that he was 45 miles east of Denver, flying at 9,000 feet on a VFR flight plan from Fairfax Airport, Kansas City, Kansas, to Lowry Air Force Base, Denver, Colorado. The pilot advised that he desired to change to an instrument flight plan to Lowry at 9,000 feet. His estimated elapsed time from his present position to Lowry was 15 minutes and the alternate airport was Goodland, Kansas.

Denver Center issued the following clearance for this flight: "ATC clears Air Force 1015 to the Denver low frequency range station, maintain nine thousand while in control area. No delay expected. Contact Denver Approach Control twenty-five east of Denver".

At 1044M, AF #1015 reported to Denver Approach Control that he was 25 miles east of Denver at 9,000 feet. This was the last information received on this flight.

A communications check revealed that the aircraft had reported to Goodland, Kansas Radio at 1002M as being 15 miles north of Burlington, Colorado, at 8,000 feet, flying VFR.

When the aircraft became one-half hour overdue at Lowry Air Base, Denver Center furnished Denver Radio with information for an IIRZ.

(Continued Page Two)

ATTACHMENTS None
cc: Office Flight Safety, Lowry Field
5-547/5
4-390

FORWARDED BY:
Paul E. Covert - Controller
4/9/52

RESTRICTED
SECURITY INFORMATION

RESTRICTED

Incident Report - OAG 4722 No. 126

April 8, 1952

Page Two (Continued)

10/52

Summary of Incident (Continued)

At 1232H, Denver Center forwarded to Losry Search and rescue, information on this flight. The Colorado State Highway Patrol was also asked to assist in locating AF #1015. At 1500H, Kansas City Center advised that they would alert the Kansas Highway Patrol for this search.

For a period of approximately one hour after AF #1015 was due over Denver, GAA radio stations at Denver, Colorado, Akron, Colorado, Cheyenne, Wyoming, and the tower at Colorado Springs, Colorado were attempting to establish contact with the aircraft.

Aircraft has not been located as of 1400H on April 9, 1952.

Weather - 1030H reports:

Denver: Ceiling measured 2200 overcast, visibility 20 miles, temperature 45, dew point 34, wind north-northeast 19 miles per hour.

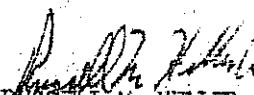
Colorado Springs: Scattered clouds at 7000 feet and 16,000 feet, visibility 90 miles, temperature 64, dewpoint 11, wind southeast 14 miles per hour. Remarks: Low scud along northern horizon.

Goodland, Kansas: Ceiling estimated 25,000 overcast, scattered clouds at 16,000 visibility 15 miles, temperature 52, dewpoint 37, wind north-northwest 24 miles per hour, gusts to 30 miles per hour.

Cheyenne, Wyoming: Ceiling measured 1400 overcast, visibility 20 miles, temperature 30, dewpoint 24, wind north 28 miles per hour.

Akron, Colorado: Ceiling estimated 14,000 broken, scattered clouds 2,000, visibility 15 miles, temperature 45, dewpoint 32, wind north-northeast 27 miles per hour, gusts to 36 miles per hour.

CERTIFIED TRUE COPY:


RUSSELL K. HELLER
Captain, USAF

RESTRICTED
SECURITY INFORMATION

RESTRICTED

DEPARTMENT OF COMMERCE - CIVIL AERONAUTICS ADMINISTRATION

April 8, 1952

INCIDENT REPORT

Incident No. DEN Apt. 64

TO: Commanding Officer
Military Flight Service
Lowry Air Force Base
Denver, Colorado

FROM: Tower Chief
Civil Aeronautics Administration
Airport Traffic Control Tower
Stapleton Air Field
Denver, Colorado

Agency/Aircraft Identification

Air Force 1015 P-2F

NAME(S) OF PERSONNEL OR PILOT

Capt A. B. Wilcox, 3510 Combat Crew Trng Wg
Randolph Field, Texas

TYPE OF INCIDENT: TWO-WAY RADIO FAILURE - Accident Presumed

SUMMARY OF INCIDENT (USE REVERSE SIDE IF NECESSARY)

- a. April 8, 1952 1044M, last radio contact 25 miles east of Denver.
- b. In addition to above 10 other persons aboard.
- c. Not known. Aircraft has not been located.
- d. AF 1015 on VFR Flight Plan from Fairfax Field, Kansas City, Kansas, changed to IFR 9000 feet 45 miles east of Denver at 1037M, through Denver Radio, was enroute to Lowry Air Force Base.
- e. Denver Weather 1026M, measured twenty-two hundred overcast, twenty miles, 098, temperature 45, dew point 34, wind WNE 15, 2991.
- f. AF 1015 made radio contact with Denver Approach Control on 126.18 mc at 1044M, reporting his position as 25 miles east at nine thousand feet. Approach Control acknowledged the position report and asked the pilot if he had ILS equipment. The reply was in the affirmative and pilot desired ILS approach. Approach Control then cleared AF 1015 to the ILS Outer Marker to maintain nine thousand and gave the aircraft the Denver weather. Pilot acknowledged for the clearance and weather. This was the last communication with the aircraft. Approach Control estimated the aircraft over the outer marker at 1050M. At approximately 1055M, when no further reports had been received, Approach Control began calling the aircraft on all frequencies. At 1100M, when no further contacts were made with AF 1015, an emergency was declared holding up all IFR traffic. After the normal thirty minute emergency period was over, traffic resumed with all IFR traffic electing to proceed VFR.

REMARKS (USE REVERSE SIDE IF NECESSARY) Airways Operations and Specialists on duty: Floyd J. Fahey, George A. Hinshaw, and Franklin Lankford.

Attachments Flight Progress Strip, Recorder Belt & Transcription /s/ T. J. Holmes
cc: 5-545 and 2-390 4/9/52
Tower Chief

RESTRICTED
SECURITY INFORMATION

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Denver (Stapleton Field) Tower
Stapleton Air Field
Denver, Colorado

DENVER (Stapleton Field) Airport Traffic Control Tower

SUBJECT: Transcription of Recorder Conversations Pertaining To
Flight of Air Force 1015, 9-25 in Denver, Colorado
Vicinity on April 8, 1952.

DATE: April 9, 1952

RECORDS: CR-removed 1205M, April 8, 1952

LEGEND: DEN - Denver Tower (Approach Control)

All conversations in the attached transcription were made
from Denver Approach Control.

I hereby certify that the following is a true transcription of the recorded
conversations pertaining to the subject incident.

(Signature) /s/ T. J. Holmes

(Title) Chief Airways Operations Spec

CERTIFIED TRUE COPY:


RUSSELL M. HELLER, Jr.
Captain, USAF

RESTRICTED

ONE

101342

1044M

DEN - Aircraft calling Denver Approach Control say again.

DEN - Roger 1015 25 east of Denver. Do you have IIS equipment.

DEN - Roger 1015 is cleared to the IIS (outer marker). Maintain 9000, report over the outer marker. Denver weather 1029M measured 3200 overcast, visibility 20 miles, altimeter 2991.

DEN - AF 1015 Denver Approach Control your position?

DEN - 1015 Denver Approach Control say again your position.

DEN - AF 1015 Denver Approach Control your position.

DEN - AF 1015 Denver Approach Control, your position please.

DEN - AF 1015 Denver Approach Control, your position please.

DEN - AF 1015, AF 1015, this is Denver Approach Control. Do you read.

(Taxi instructions to UAL 639)

DEN - AF 1015, AF 1015, this is Denver Approach Control, do you read.

DEN - AF 1015, Denver Approach Control, do you read?

(Clearance to U 639) and we have a lost 3-25. Your take-off will be indefinite. He was cleared to outer marker to maintain 9000.)

DEN - AF 1015, AF 1015, this is Denver Approach Control, do you read.

(Taxi instructions to UAL 639) and we have a 3-25 apparently lost in the vicinity of Denver and an FAA take-off will probably be indefinite.)

RESTRICTED

(U 628 cleared into position 48) and would you consider a VFR departure is possibly Akron? I'll check with your company.

U 639 do you read?

U 628 Akron is 1400 scattered, 11,000 broken, visibility 20 miles.

U 639 have you talked to your company. They advised the weather beyond Greeley is VFR and could you go out VFR?

U 639 a VFR departure approved. If unable maintain VFR and advise.

DEN - AF 1015, AF 1015, this is Denver Approach Control, do you read?

Roger Y 994, are you on instruments?

Roger 994. Would it be possible to make a VFR descent, we have a lost B-25, his last report was 25 miles east at 9000.

OK maintain 500 feet on top, delay indefinite, report over Denver range.

DEN - AF 1015, AF 1015, this is Denver Approach Control.

DEN - AF 1015, AF 1015, this is Denver Approach Control, do you read.

DEN - AF 1015, AF 1015, this is Denver Approach Control. If you read, cleared to make ILS approach to the airport.

DEN - AF 1015, AF 1015, AF 1015, Denver Approach Control, 1-2-3-4-5. If you read give us a call on any frequency, 126.18, 4495, 3105, or what have you.

Roger Y994. The AF B-25 is still unreported. His estimate was Denver 1050M and you can resume normal operations if you wish in 30 minutes after that time. Do you wish to make an approach?

SECURITY INFORMATION

SECRET

OK 994 and you will advise your intentions when _____

DEN - AF 1015, AF 1015, Denver Approach Control, do you read.

DEN - AF 1015, AF 1015, Denver Approach Control, do you read.

Roger 994, either maintain 500 feet on top or VFR at all times and you are cleared for VFR descent if possible.

O.K., after 30 minutes the restriction as far as we are concerned is over and at your discretion you can make an approach.

Roger. No, 30 minutes from his estimated time the pilot's estimate to Denver was 1050, his original clearance was to the ILS outer marker to maintain 9000.

This is affirmative, that's 38 minutes overdue.

Roger, you can check Dacona if you wish and start southbound and make a straight in range approach on the low frequency range from Dacona if you wish.

994 what are Denver tops.

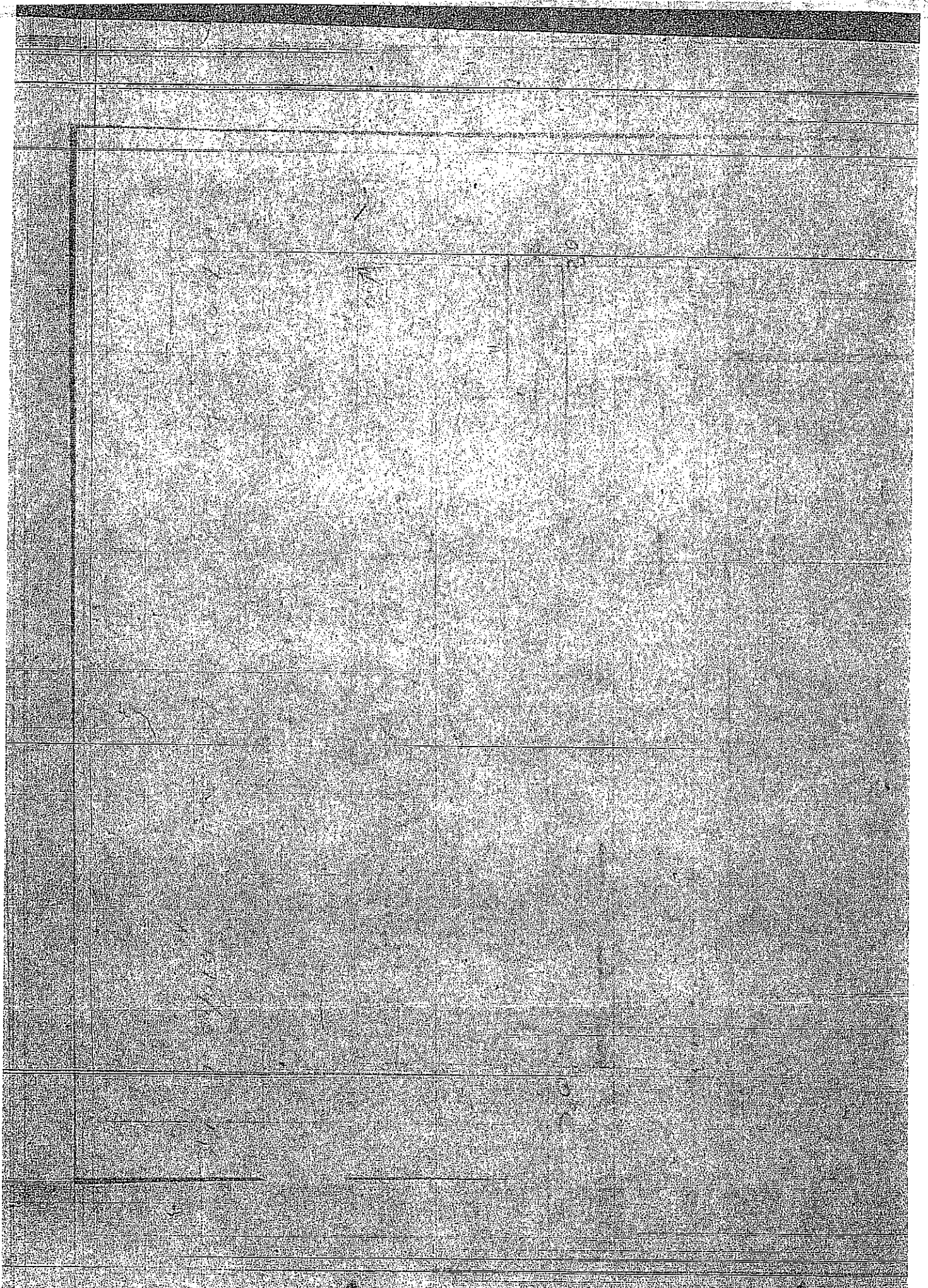
Roger.

994 report Dacona and proceeding southbound on approach.

CERTIFIED TRUE COPY

Russell M. Heller, Jr.
RUSSELL M. HELLER, JR.
Captain, USAF

RESTRICTED
SECURITY INFORMATION



RESTRICTED

SUBJECT: TB-25J Crash, S/N 44-31015A

Information requested on crash of TB-25J aircraft serial number 44-31015A, Randolph AFB, Texas, is submitted herewith:

SECTION B

1. 44-31015A
2. TB-25J*30-NC
3. a. ATRC
b. CCTAF
c. 3510th Combat Training Wing
f. Randolph Air Force Base, Texas

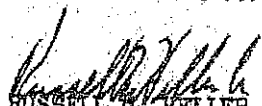
SECTION F

7. Cost of damage to aircraft - totally demolished - \$130,349.00

FOR THE COMMANDING OFFICER:

/s/ S. Marzinsky
S. MARZINSKY, CAPT., USAF, ADJUTANT

CERTIFIED TRUE COPY:


RUSSELL H. HELLER, JR.
Captain, USAF

SECURITY INFORMATION
RESTRICTED

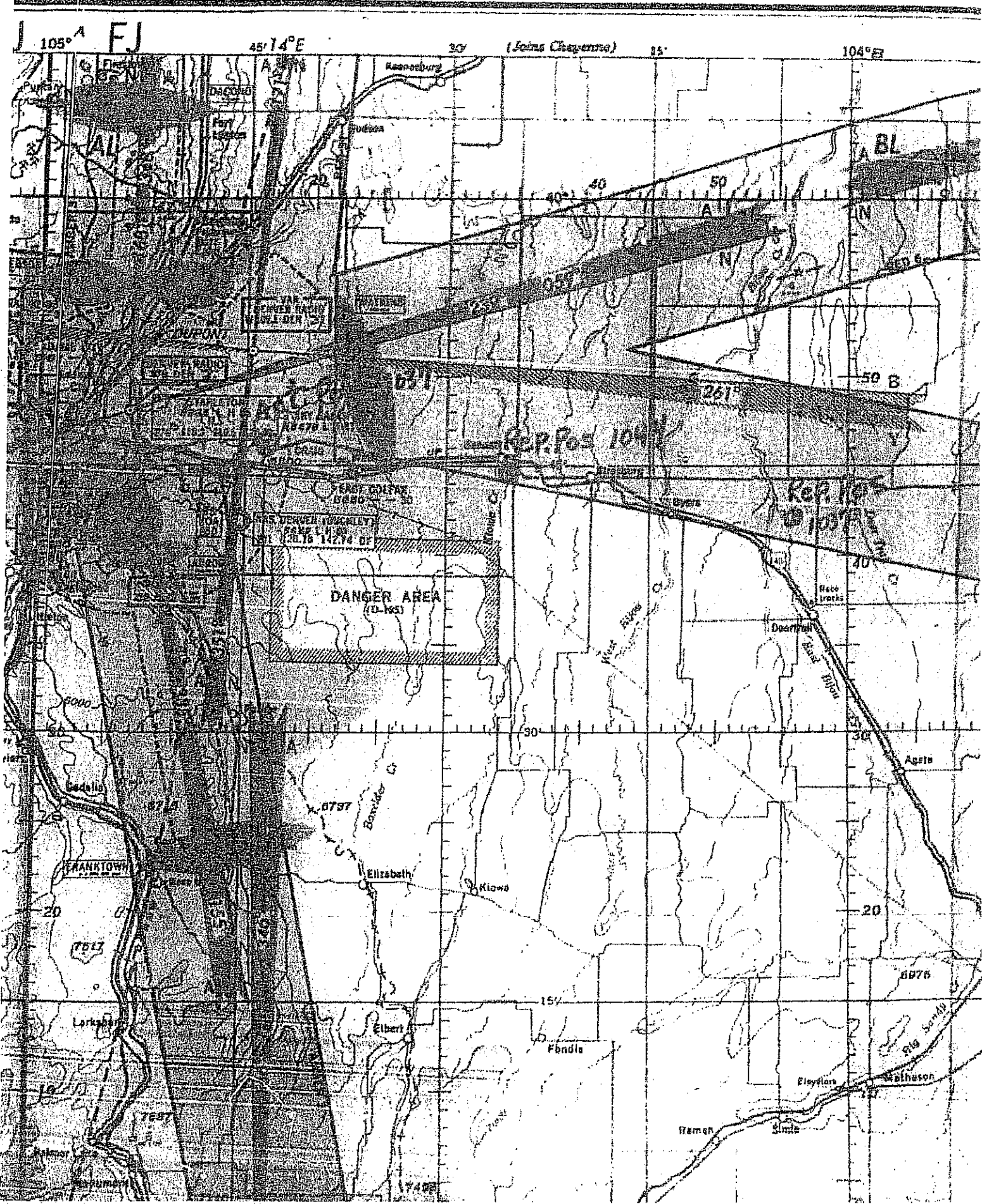
45° (John Chapman)

30°

15°

EJ 105° A EJ





105° A FJ

45.14° E

(Johns Chagente)

104° E

DANGER AREA
(U-1953)

FRANKTOWN

Elbert

Kiowa

Eleyton

Walhuson

Fonda

Remer

Simla

8976

8797

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

Elizabath

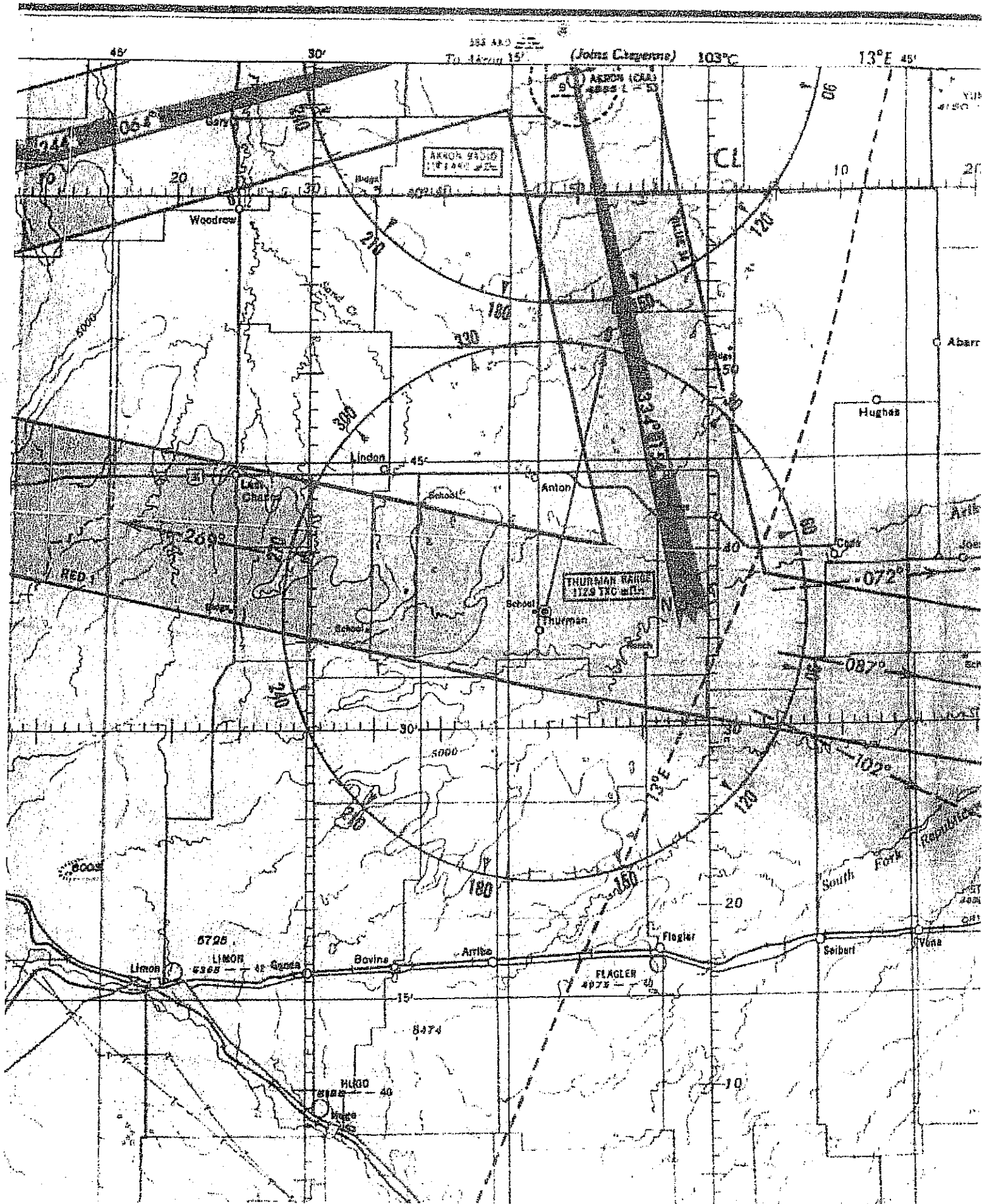
Elizabath

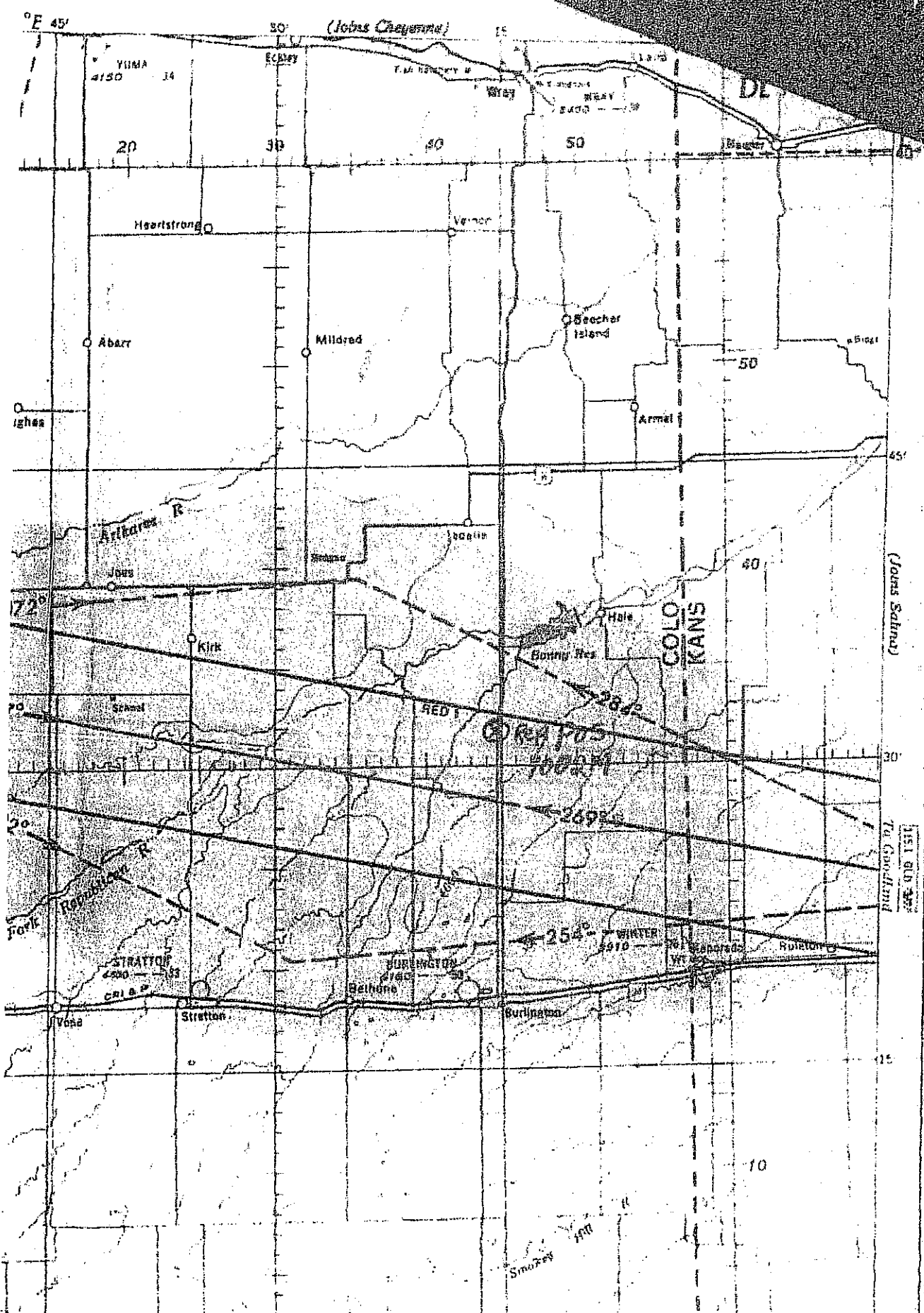
Elizabath

Elizabath

Elizabath

Elizabath





(Johns Schina)
1:51,000 300'

10

**RESTRICTED
SECURITY INFORMATION**
MAJOR AIRCRAFT ACCIDENT

TL-25J
Type Aircraft

44-31015A
Aircraft Number

8 April 1952
Date

Wilcox, Arthur B., Capt.
Operator's Name & Rank

3515th Maintenance Sqdn., Randolph Air Force Base, Texas
Organisation and Base reporting Aircraft on AF-110 Report

I N D E X

- Tab 1. AF Form 14, 14A and 14B.
- Tab 2. Statement of Other Personnel.
- Tab 3. Diagram and/or Map Indicating Accident Scene.
- Tab 4. Certificate of Damage to Aircraft.
- Tab 5. Photographs.
- Tab 6. List of Technical Orders Not Complied With.
- Tab 7. Proceedings of Aircraft Accident Investigating Board.
- Tab 8. Other Attachments.

The Form 1, Parts I and II, could not be found
and are presumed to have been destroyed.

Statements of aircrew members are not available
since there were no survivors.

**RESTRICTED
SECURITY INFORMATION**

RESTRICTED
HEADQUARTERS

**LOWRY AIR FORCE BASE
AND
3415TH TECHNICAL TRAINING WING
DENVER, COLORADO**

21 April 1952

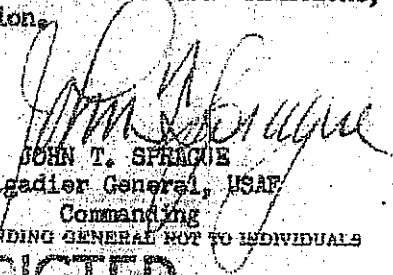
GE 360.33

SUBJECT: Transmittal of AF Form 14 and Related Documents

TO: Directorate of Flight Safety Research
Office of the Deputy Inspector General For
Technical Inspection and Flight Safety Research
Norton Air Force Base, California

1. Transmitted herewith in accordance with paragraph 48a, AF Regulation 62-14, dated 27 December 1950, is AF Form 14 and related documents pertaining to major aircraft accident which occurred on 8 April 1952, involving TE-25J, Number 44-31015A, piloted by Captain Arthur Burt Wilcox, 17452A, resulting in fatal injuries to crew of eleven (11). The aircraft and pilot were assigned to Randolph Air Force Base, Texas.
2. This aircraft was listed as missing until 0800 hours, MST, on 10 April 1952, when the wreckage was discovered at the following grid coordinates 105° 20'W, 39° 50'N (approximately eight miles NW of Golden, Colorado).
3. The undersigned has personally examined the inclosed report and concurs in the findings and recommendation of the Aircraft Accident Investigating Board.
4. Information contained in this accident report will be disseminated to pilots of this base, with special emphasis being placed on correct utilization of all available means of navigation and radio aids while flying in and near mountainous terrain under IFR conditions. In addition all base pilots attending the base instrument course will be completely indoctrinated as to the necessity of cross checking by more than one radio aid under IFR conditions, to insure positive position identification.

8 Incls
See attached
sheet


JOHN T. SPRAGUE
Brigadier General, USAF
Commanding

ADDRESS REPLY TO COMMANDING GENERAL NOT TO INDIVIDUALS

RESTRICTED
SECURITY INFORMATION

RESTRICTED
LIST OF INCLOSURES

8 Incls

1. AF Form 14, 14A and 14B
2. Statements of Personnel
3. Diagrams (Flight Path, Form 23A, Accident Scene)
4. Certificate of Damage to Aircraft
5. Photographs
6. List of TO's Not Complied With
7. Proceedings of Aircraft Accident Investigating Board
8. Other Attachments

RESTRICTED
SECURITY INFORMATION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D.C.

AF 51-15

2 Feb 55

Henry A. Hall, Esquire
Hall, Butler & Co.
2000 K Street
101 Stewart Building
Kansas City 6, Missouri

Dear Mr. Hall:

This will acknowledge your letter of January 5, 1955, addressed to the Casualty Assistance Officer, United States Air Force, Kansas City, Missouri. It has been forwarded to this office for reply. In your letter you state inquiries concerning Lt Colonel Merrill E. Smith, who died in the crash of a B-35 type aircraft near Collins, Colorado, on April 8, 1952.

You state, "It is our understanding that Colonel Smith actually was not piloting the plane at that time but had already logged his flying time and one of the other pilots was at the controls." All of the information available to us indicates to the contrary. Destruction of the aircraft was extensive from impact and subsequent fire. Although the report was completely examined the report shows that Colonel Smith's body was found in the "area of copilot position (right)"; Captain Wilentz's body was located in the "area of pilot position (left)"; and Captain Ellenberg was located in the "area of aft compartment." Our report does reflect that the doctor, Captain Francis W. Cooke, actively participated in the investigation at the site of the accident.

In your letter you state that you were particularly interested in knowing how if the operation of the plane was such that it was impossible from an examination of the wreckage to determine that Colonel Smith actually was in the position of co-pilot." As recited above, our report appears to indicate that it was not impossible to make such a determination. However, Captain Cooke or other persons who actually viewed the scene of the accident would have to be consulted on this. Captain Cooke is no longer in the service, having been separated from the service on November 21, 1952. At that time his home address was listed as 103 E. 14th Street, Caruthersville, Missouri.

Captain Lawrence G. Ellenberg was the only other person aboard the aircraft who was a qualified pilot. You will note that his body was located in the area of the aft compartment. I trust you are aware that in the B-35 type aircraft persons in the aft compartment have

Let to Mr. Harry A. Hall, Kansas City, Mo. (Cont)

Difficulty in gaining access to the forward part of the airplane and the cockpit. The two sections of the airplane are separated by a large main bay with bulkheads at each end thereof. In most B-25s there is only a small hole-way connecting the forward and aft sections. You might also be interested to know that the forward part of the B-25 aircraft is relatively small. The cockpit contains little space, and the only available for the two seats of the pilot and co-pilot. Just behind the cockpit there is a very small area which becomes crowded if it contains more than two persons. We do not know definitely who was sitting in this area. The aircraft clearance of the flight when it took off from Fairfax Air Force Base, Kansas City, Kansas, does indicate that there were two other crew members aboard the aircraft besides Colonel Smith and Captain Wilcox. Captain F. B. Wicks was the navigator aboard the aircraft and Technical Sergeant J. M. Allgait was the engineer. Either or both of them were probably in the forward compartment of the airplane when it crashed. The B-25, of course, requires two pilots.

You are undoubtedly aware that counsel for the defendant in this action secured an "Order in the Nature of a Certificate of Necessity" from Circuit Judge Joe W. McLean on June 25, 1951. Pursuant to this Order the Air Force has furnished counsel with copies of Colonel Smith's orders issued by Randolph Air Force Base, Texas. The orders directed Colonel Smith to go from Randolph to Fairfax and Lowry on temporary duty for approximately four days; "purpose co-pilot on aircraft". A copy of these orders is inclosed herewith. Also inclosed is a copy of a DA Form 115, "Aircraft Clearance", of the fatal flight which took off from Fairfax Field on April 8, 1952. You will note that Wilcox is indicated to be the pilot, Smith the co-pilot, Wicks the navigator, and Allgait the engineer. Ellensberg's duty is indicated as "PT", which means that he was a passenger aboard the aircraft. Also inclosed is a copy of a statement dated September 10, 1952, signed by one Lt. Lt. D. Wade, which indicates that Colonel Smith was the co-pilot of the aircraft in question on the flight from Randolph to Fairfax. There is also inclosed a copy of the "Casualty Report" in the case of Colonel Smith. You will note in the "Remarks" block the notation "dying as pilot." This "Casualty Report" is, in effect, a military death certificate. In many cases of aircraft accidents local civilian authorities do not register deaths and the "Casualty Report" is the only death certificate available. Whether or not Colorado authorities recorded the death is unknown.

If you are able to contact Captain Cooke, or any other person who may have viewed the accident immediately after its occurrence, you might ask whether Colonel Smith and Captain Wilcox were still strapped into their seats. This is the only way we know in which this matter could be conclusively determined, obviating all doubt and fanciful possibilities that Colonel Smith was not actually acting as co-pilot. In many aircraft accidents, even those as severe as this one, the pilots' bodies when found are still strapped into their seats.

Ltr to Mr. Harry A. Hall, Kansas City, Mo. (Cont)

I trust that this letter answers all your queries. I regret that the information is not more favorable to your side of the case.

Sincerely,

4 Encls

1. Cy THE Drivers 162
2. Cy DD Pa 175
3. Cy Statist 1st Lt Wade
4. Cy Gas Regt

/s/ ERIC G. LORSON

Colonel, USAF
Chief, Tax and Litigation Division
Office of The Judge Advocate General

INTER OFFICE ROUTING SLIP

DEP IS
ASST POBM
EXECUTIVE
PLANS DIV
FLT FAC DIV
INST DIV
PERSONNEL
SUPPLY
LIBRARY
INS SQ SEC
M & R

DIR FSR
EXECUTIVE
DEP FOR OPNS
REV & ANLYS
PLANS & OPNS
PROC & ROUTS
I & SE
MED SAFETY
SAFETY ED
<input checked="" type="checkbox"/> R & S

DIR R & S INSP
DEP DIR R & SI
EXECUTIVE
P & A
OR & T INSP DIV
SUPPLY INSP DIV
INST INSP DIV
MED INSP DIV

DIR PROC INSP
DEP DIR
EXECUTIVE
P & A GP
PROD DIV
PROC A DIV

ATTENTION:

COORDIN--
NECESSARY

INFORM--
COMMENT

APPROVAL
RECOMMEND

NOTE & RET
SIGNATURE

REMARKS:-

For filing in Form 14.

FROM:

DATE:

52-4-8-1

Lt Col Bellinger/ea/1201/13 Jan 55

10 JAN 1955

Hall, Douglas and Dean
Attorneys at Law
Suite 1110 Merchants Building
Kansas City 6, Missouri

Dear Mr. Hall:

Your letter concerning the aircraft accident involving B-27,
Serial Number 44-1115, 6 April 1953 in which Lt Colonel Merrill E.
Smith was fatally injured, has been received.

Air Force Regulations require that all matters involving
litigation as a result of an aircraft accident must be referred
to the Judge Advocate General, USAF. Your letter has been forwarded
to this agency for reply.

Sincerely,

AWCIS
AWCIS-15 Reading

L. J. PARDUE
Colonel, USAF
Judge Advocate General
The Judge General



52-4-8-1

MEMO FOR HQD: Self Explanatory

MEMO ROUTING SLIP

NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS

1 NAME OR TITLE	INITIALS	CIRCULATE
Director of Inspection Services, ORGANIZATION AND LOCATION	DATE	COORDINATION
2		FILE
		INFORMATION
3		NECESSARY ACTION
		NOTE AND RETURN
4		SEE ME
		SIGNATURE

REMARKS

For information and forwarding. Copy attached for your files.

1 Incl
Memo for JAG
w/1 Incl

FROM NAME OR TITLE

DATE

80 JAN 1955

ORGANIZATION AND LOCATION

TELEPHONE

DD FORM 1 FEB 50 95

Replaces DA AGO Form 895, 1 Apr 46, and AFHQ Form 12, 10 Nov 47, which may be used.

20 JAN 1955

MEMORANDUM FOR JUDGE ADROBATE GENERAL, USAF

SUBJECT: Aircraft Accident Involving 1A Colonel Russell E. Smith, USAF, 1954

1. Attached hereto is a copy of a letter received by the Directorate of Flight Safety Research from Capt. Stanley and Capt. Anthony at Los Angeles, Calif., dated 1 January 1955 (Encl. #1). The letter states that this case concerns 1A Colonel Russell E. Smith, the pilot of 1A Colonel Russell E. Smith, who received fatal injuries in an aircraft accident involving F-105, on 14-11-1954 near Canon, Colorado, 1 April 1954.

2. For the information of The Judge Adrobate General only, the following brief of circumstances concerning the accident are presented:

Encl. #1 is a report from Fairchild Airport, Kansas City, Kansas at 1111 (Kansas Standard Time (KST), 1 April 1954) on a flight (1A) flight to Army Air Force Base, Colorado for the purpose of transporting personnel. Estimated weight of flight was listed as 14,000. The flight plan submitted at Fairchild Airport reported the flight to be made at 11,000 feet, and the flight to be made at 11,000 feet. The flight plan submitted at Fairchild Airport reported the flight to be made at 11,000 feet, and the flight to be made at 11,000 feet. The flight plan submitted at Fairchild Airport reported the flight to be made at 11,000 feet, and the flight to be made at 11,000 feet. One of these passengers, Captain Lawrence G. Ellingsburg, was a rated military pilot.

At 10:57 MST, the pilot of the aircraft reported he was over Canon, Colorado, and requested a change of flight plan from VFR to Instrument Flight Rules (IFR). Request was granted. At 11:04 MST, the pilot reported 25 miles east of Canon, Colorado and Denver approach Control advised the pilot that he was cleared to the instrument landing system (ILS) outer marker. Lower 1st frequency heard to maintain 10,000 feet, as safety essential. This was the last radio contact with the aircraft. The aircraft crashed into a mountain 25 miles west northwest of Canon and was destroyed by impact and fire. All personnel aboard the aircraft received fatal injuries at the time of impact. A damaged wrist watch found at the scene of the accident indicated that the crash occurred at 11:07 MST.

Handwritten note: Russell E. Smith, 1A, 1954, 11-11-54, 11-11-54

Form 144, which is left last involving Lt Col Marshall H. Smith,
AO 72254, deceased (contd)

The investigation board established the most probable cause of the accident as failure to properly utilize available radio navigational equipment to establish position, and an error in navigational procedures.

1. In regard to the specific request of Mr. Hall, the accident report does not contain any evidence to confirm the opinion expressed, that Lt Colonel Smith actually was not in a cockpit status at the time of the accident. Temporary Duty Order No. 452, Headquarters, Seventh Air Force Base, dated 5 April 1952 assigns Lt Colonel Marshall H. Smith as copilot for the assigned mission. The Flight Clearance lists Lt Colonel Smith as copilot.

A. Destruction of the aircraft was extensive from impact and subsequent fire. The Medical Report of AF Accident (Form 144) reflects that the cockpit was completely demolished, and that crew stations other than the cockpit were indistinguishable from other wreckage found, because of impact and fire. This form reports the location of personnel at the time of the accident as follows: Lt Colonel M. H. Smith "area of copilot position (right)"; Capt A. B. Wilson "area of pilot position (left)"; Capt L. G. Ellenberg "area of aft compartment." The basis for this entry is not established in the report. The report does reflect that the Flight Surgeon, Capt Francis W. Cooke, participated in the investigation at the site of the accident.

B. Informal information indicates that Capt F. W. Cooke was separated from the service 11 November 1952. His home address was listed at that time as 403 E. 14th, Caruthersville, Missouri. It is suggested that the office of the Deputy Chief of Staff, Personnel, Headquarters USAF be contacted for information concerning present address.

C. The inclosed letter is forwarded to The Judge Advocate General for reply, in accordance with paragraph 92F (1), AF Regulation 62-11. It is requested that this office be provided with a copy of reply when accomplished.

1 Encl
Cf 144 Fr Attorneys,
dtd 5 Jan 55

Being Dated

LAW OFFICES

HALL, BRESLER & COHN

30 THE KANSAS CITY BUILDING
KANSAS CITY 6, MISSOURI

SALEPHONE 8877

HARRY A. HALL
DAVID H. BRESLER
FRANK L. COHN

JACK N. BOHM
DONALD E. PRICE

January 5, 1955

3-11-55

Casualty Assistance Officer
Lowry Air Force Base
Denver, Colorado.

Dear Sir:

Our office represents Mrs. Merrill E. Smith, the wife of Lieutenant Colonel Merrill E. Smith who was killed in the crash of a B-25, #44-31015 near Golden, Colorado April 8, 1952.

Colonel Smith had an insurance policy with the Prudential Insurance Company which contained a provision that the company would not be liable if Colonel Smith was acting as pilot at the time of the crash.

It is our understanding that Colonel Smith actually was not piloting the plane at that time but had already logged his flying time and one of the other pilots was at the controls.

It was also our understanding from the various reports that the plane was totally destroyed by the impact and subsequent fire and that it was impossible to ascertain the position that Colonel Smith was occupying at the time of the crash. However, in making up the medical report Captain F. W. Cooke who was then stationed at Lowry Field, placed Colonel Smith in the Co-Pilot's position probably because in the clearance he was listed as being a co-pilot.

What we are particularly interested in knowing is first if the destruction of the plane was such that it was impossible from an examination of the wreckage to determine that Colonel Smith actually was in the position of co-pilot since if this were true it would be of great help to us in recovering the insurance for Mrs. Smith; and second whether Captain Cooke in making out the Medical Reports merely assigned Colonel Smith as co-pilot as a routine matter because he was so listed in the clearance papers and not because of any actual information that he actually was in the co-pilot's seat.

We do not know Captain Cooke's address, hence we have written this letter to your office and if Captain Cooke is still at Lowry Air Base we would appreciate it if you would give him our letter and ask him to answer it. If he is not there we would appreciate it if you could check to see if any of the men now there are familiar with the facts of the crash.

Casualty Assistance Officer
January 5, 1955
Page 2

We would also like to have Captain Cook's serial number and address so that we can contact him.

Thanking you very much for any assistance that you can give us, we are

Sincerely yours

Harry A. Hall
HARRY A. HALL

HAH:hb

2/11/55
2/11/55
2/11/55
2/11/55

HEADQUARTERS
LOWRY AIR FORCE BASE
AND
3415TH TECHNICAL TRAINING WING
DENVER, COLORADO

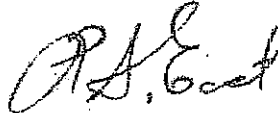
KLB

SUBJECT: Letter of Transmittal

TO: Office of the Inspector General
United States Air Force
Norton Air Force Base
California

Forwarded herewith for reply by your Headquarters, letter from
Hall, Dresler & Cohn, attorneys for widow of Colonel Merrill E. Smith,
killed in B-25 crash at Golden, Colorado on 8 April 1952.

FOR THE COMMANDER:



1 Incl
a/s

R. S. EAST
CWO USAF
Asst Adjutant

cc: Mr. Harry A. Hall

ADDRESS REPLY TO COMMANDING GENERAL NOT TO INDIVIDUALS

ACCIDENT INFORMATION CHECK LIST

For ACCIDENT NO. _____

TO:	DATE	CHECKED BY:	DATE
ENGINEER	7-22	J.H.	7-22
CARLO			
PILOT			
TRAINING			
MEDICAL SAFETY			
CODE SECTION			
FACILITIES			
MISCELLANEOUS			

SUBJECT:

62-14 Letter ✓
Supplemental Accident Information
Supplemental Accident Report
Inc Letter
Unsatisfactory Report
Rebuttal
Disassembly Inspection Report
Medical Report
Engineering Report
Emergency Parachute Jump Report

REMARKS:

60-8-51

52-4-8-1

RESTRICTED

HEADQUARTERS

LOWRY AIR FORCE BASE

AND

3415TH TECHNICAL TRAINING WING

DENVER, COLORADO

21 April 1952

GE 360.33

SUBJECT: Transmittal of AF Form 14 and Related Documents

TO: Commanding General
3510th Combat Crew Training Wing
Randolph Air Force Base, Texas

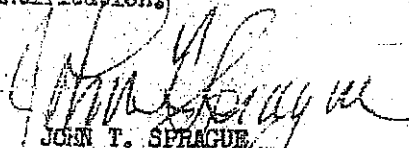
1. Transmitted herewith, in accordance with paragraph 48a, AF Regulation 62-14, dated 27 December 1950, is AF Form 14, and related documents pertaining to major aircraft accident which occurred on 8 April 1952, involving TB-25J, Number 44-31015A, piloted by Captain Arthur Burt Wilcox, 17452A, resulting in fatal injuries to crew of eleven (11). The aircraft and pilot were assigned to Randolph Air Force Base, Texas.

2. This aircraft was listed as missing until 0800 hours MST, on 10 April 1952, when the wreckage was discovered at the following grid coordinates 105° 20'W, 39° 50'N (approximately eight miles NW of Golden, Colorado).

3. The undersigned has personally examined the inclosed report and concurs in the findings and recommendation of the Aircraft Accident Investigating Board.

4. Information contained in this accident report will be disseminated to pilots of this base, with special emphasis being placed on correct utilization of all available means of navigation and radio aids while flying in and near mountainous terrain under IFR conditions. In addition all base pilots attending the base instrument course will be completely indoctrinated as to the necessity of cross checking by more than one radio aid under IFR conditions, to insure positive position identification.

8 Incls
See Attached
List (4 cys ea)


JOHN T. SPRAGUE
Brigadier General, USAF
Commanding

ADDRESS REPLY TO COMMANDING GENERAL NOT TO INDIVIDUALS

RESTRICTED
SECURITY INFORMATION

RESTRICTED
LIST OF INCLOSURES

8 Incls

1. AF Form 11, 11A and 11B
2. Statements of Personnel
3. Diagrams (Flight Path, Fm 23A, Accident Scene)
4. Certificate of Damage to Aircraft
5. Photographs
6. List of T O's Not Complied With
7. Proceedings of Aircraft Accident Investigating Board
8. Other attachments

RESTRICTED

A 360 (21 Apr 52)

1st Ind

SUBJ: Transmittal of AF Form 14 and Related Documents

Headquarters, Randolph Air Force Base, Randolph Field, Texas 26

TO: Commanding General, Crew Training Air Force, Randolph Air Force Base, Randolph Field, Texas

1. In accordance with paragraph 48, Air Force Regulation 62-14, transmitted herewith is a copy of Air Force Form 14, "Report of Aircraft Accident," covering TB-25J aircraft number 44-31015A.
2. This headquarters concurs with the findings and recommendations of the attached report.
3. Corrective action taken by this headquarters to prevent similar accidents is as follows:
 - a. Randolph Air Force Base Regulation 51-5 is being revised to provide mandatory attendance at the Base Instrument School of all assigned pilots whose instrument ratings are up for renewal.
 - b. A Flight Planning Check List has been established which includes the requirement for wearing identification tags and which will be complied with prior to the pilot being cleared for cross country flights by the Operations Clearing Authority.
 - c. An In-Flight Log has been prepared which will be furnished each pilot clearing cross country, with the recommendation that it be used throughout the flight.
 - d. This accident and the cause factors will be covered extensively at the next accident prevention meeting at this base.

4 4754

G. W. Reese

1 Incl
AF Form 14
w/attachments (dup)

G. W. Reese
Colonel, USAF
COMUSC

RESTRICTED

RESTRICTED

Ltr, Hq Lowry AFB, GE 360.33, subj: "Transmittal of AF Fm 14 and Related Documents"

R 360.33 (21 Apr 52)

2d Ind

5 MAY 1952

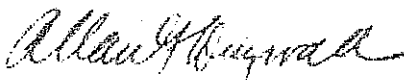
Hq Crew Training Air Force, Randolph AFB, Randolph Fld, Tex

TO: Commanding General, Air Training Command, Scott AFB, Ill

1. Forwarded in compliance with AF Regulation 62-14, 27 Dec 1950.
2. Concur in findings and recommendations.
3. Preventive action taken is approved. No further action is contemplated by this Headquarters.

FOR THE COMMANDING GENERAL:

5 1882



ALLAN G. FITTS
Colonel USAF
Air Training Command

8 Incls
dup w/d

4
SECURITY INFORMATION RESTRICTED

1542

RESTRICTED
(SECURITY INFORMATION)

Ltr 360.33, H: Lowry 360.33, Tech Div 36, Denver, Colo, 11 Apr 57,
subj "Generalized of ... and related documents"

AF 360.33

361 104

23 MAY 1957

Re Air Training Command, West Air Force Base, III,

TO: Directorate of Flight Safety Research, West Air Force Base,
San Bernardino, California

1. This Headquarters concurs with recommendations and preventive
action taken.

2. No further action is contemplated by this Headquarters.

FOR THE COMMANDER: R. H. JONES

5 Incls
w/d.

R. H. Jones
R. H. JONES
Lt. Col. USAF
Deputy Adj General

RESTRICTED
SECURITY INFORMATION

Dept AD-11/11/11
April 29 1952

62-4-8-1

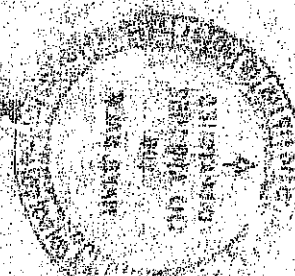
file

AD-11/11/11

29 April 1952

Subject: (Unclassified) Aircraft accident involving T-28, No. 44-21014

To: Commanding Officer
1954th Central Postal Directory
Army Air Force Base
Hawaii, Hawaii



1. Reference is made to a major aircraft accident which occurred 3 April 1952, involving T-28, No. 44-21014, piloted by Captain Arthur B. Clark, Jr., USAF.

2. Certain copies of the AF Form 11 and statements concerning this accident were furnished to this headquarters, inasmuch as these accident forms are used many times for various purposes, the original copies are retained. It is requested that the original copies be submitted in accordance with paragraph 15a, AF Regulation 64-14, dated 17 December 1950.

BY COMMAND OF THE CHIEF OF STAFF

D. F. MARTIN
Major, USAF
Chief, Records and Statistics Division

cc: CG, AFHQ, Hawaii

RESTRICTED
SECURITY INFORMATION

62-4-8-1

RESTRICTED INFORMATION

5

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

Office of The Inspector General, USAF
Norton Air Force Base
San Bernardino, California

AFCFS-14B
52-4-8-1

29 April 1952

SUBJECT: (Unclassified) Aircraft Accident Involving TR-25J, No. 44-31015A

TO: Commanding Officer
3415th Technical Training Wing
Lowry Air Force Base
Denver, Colorado

1. Reference is made to a major aircraft accident which occurred 8 April 1952, involving TR-25J, No. 44-31015A, piloted by Captain Arthur P. Wilcox Jr., 17452A.

2. Carbon copies of the AF Form 14 and attachments concerning cited accident were received at this headquarters. Inasmuch as these accident forms are used many times for research purposes, the original copies are necessary. It is requested that the original copies be submitted in accordance with paragraph 42a, AF Regulation 62-14, dated 27 December 1950.

BY COMMAND OF THE CHIEF OF STAFF:

D. P. MARTIN
Major, USAF
Chief, Records and Statistics Division

cc: CG, AFRC, Illinois *W. Home*

Inst 9/19

RESTRICTED
SECURITY INFORMATION

RESTRICTED

Office of the IG, USAF, Norton AFB, San Bernardino, Calif., dtd
29 Apr 52, APOFS-4B-52-4-8-1, Subj: "(Uncl) Acft Acct Involving
TB-25J, No. 44-31015A"

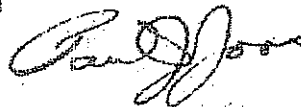
GE 360.33 (29 Apr 52) 1st Ind

Headquarters, 3415th Technical Training Wing, Lowry Air Force Base,
Denver, Colorado

TO: Directorate of Flight Safety Research, Office of the Deputy
Inspector General for Technical Inspection and Flight
Safety Research, Norton Air Force Base, California

1. Forwarded herewith are original copies, and original true copies of AF Form 14 and attachments, requested in basic communication.
2. In the future, the original copy of Aircraft Accident Report will be forwarded your headquarters.

FOR THE COMMANDING OFFICER:



8 Incls:

1. AF Fm 14, 14A & 14B
2. Stmt of Other Pers
3. Map of Acct Scene
4. Cert of Damage to Acft
5. Photos
6. T. O's NCW
7. Board Prcedgs
8. Other Atmts

RESTRICTED
SECURITY INFORMATION

204089011
 Aircraft Number

17502151
 Type, Model, Series

ACCIDENT TYPE

Primary	Sec.	Sec.	
			01 Ground or Water Loop
			02 Wing tip landing
			03 Wheels-up landing
			04 Hard landing
			05 Collapse or Retraction of landing gear
			06 Undershoot
			07 Overshoot
			08 Nose up or nose over
			09 Collision with other aircraft
✓			10 Collision with ground or water
			11 Other collisions
			12 Spin or stall
			13 Fire on ground
			14 Fire and/or explosion in air
			15 Airframe failure in flight
			16 Abandoned aircraft
			17 Prop or jet blast accident
			18 Other (List)
			19 Undetermined

CONDITIONS AFFECTING ACCIDENT

	1	2	
1			Immediate Forced Landing
2			Precautionary Landing
3			Fuel Exhaustion
4			Engine Stoppage
5			Lost
6			Pertinent T.O. not complied with
7			Other (List)

PRIMARY CAUSE FACTOR
 UNSAFE ACT OR CONDITION

Para.	Major	Specific	Minor	Defects	Seq.
0	1	09	1		

1. Use in accordance with definitions in new code book.
 2. Check the accident types most applicable. If only one applies then check.
 Undetermined or other as applicable.
 3. Conditions affecting accident as if none applied, check other.
 4. Primary Cause Factor. For Unsafe Act check Minor and Defects.
 For Conditions dash Para.

RESTRICTED
SECURITY INFORMATION

Capt. Albert J. ...
typed 25 Apr 52

25 April 1952

SUBJECT: (Declassified) ...

Commanding General
Ninth Technical Training Wing
Lowry Air Force Base
Denver, Colorado

1. Reference is made to a major aircraft accident which occurred
5 April 1952, involving T-28, No. 44-11419, piloted by Captain Albert
J. ...

2. Further copies of the ... statements concerning
said accident were received at this headquarters. Inasmuch as these
copies were not ... for ... purposes, the original
copies are ... that the original copies be sub-
mitted in accordance with paragraph 10, of Regulation 4-11, dated 27
October 1949.

BY COMMAND OF THE ...

H. F. ...
Major, USAF
Chief, Records and Statistics Division

cc: CI, AFHQ, ...

RESTRICTED
SECURITY INFORMATION

SECURITY INFORMATION

11 April 1957

(Restricted) B-25 BN 44-30015 Aircraft Accident 8 April 1957
Eight Miles Northwest of Golden, Colorado

Number Branch

Director, Flight Safety Research WASH: Chief, I & S.E. Div.

1. Captain Keller, Lowry AFB Flight Safety Officer called and revealed the following information pertaining to subject accident.

a. It appears that the B-25 was flying the VAB range and was outbound on the west leg and flew straight into the mountain. Position of the wreckage was eight miles northwest of Golden, Colorado. The aircraft appears to have been in straight and level flight, between 8000 and 9000 feet altitude and struck a 50 degree slope of the mountain. The aircraft traveled 225 feet after impact, sixty feet of this through timber and then started striking large boulders causing disintegration of the aircraft. The tail section was the only large piece of wreckage intact.

b. The propeller blades indicated power at impact. The pilot's seat belt was not VEF position. The copilot's seat belt was on command. VAB panel selector could not be found, nor could the visual film instrument be found. No parts of the radio compass which would indicate whether or not it was on at the time of crash could be found. Nothing could be found to indicate the time of crash however, it is believed the crash occurred at approximately 10:15 AM.

RESTRICTED
SECURITY INFORMATION

Captain Caperton

Number Branch

Lt Col. Hoffmann
Colonel Carroll

15 APR 1952

DISTRIBUTION	
0710	1 MESS
1776SP	1 H 5 A
0711	200
0712	005 00
0713	MEETING

SECURITY INFORMATION
RESTRICTED

11150
 JEDKF 081
 JWPNT
 JEDKF 26
 191700Z INJ
 HQ CADF KSC NO

TO DIR FLT SAFETY RESEARCH OFFICE DEP IG FOR TECH INSP AND FLT
 SAFETY RESEARCH NORTON AFB CALIF
 R E S T R I C T E D / FS 6190. REQUEST NARRATIVE CMA BOARD FINDINGS
 AND RECOMMENDATIONS OF B-25 ACCIDENT LOWRY AFB CMA COLO CMA 8 PAR 52.
 PILOT CAPT WILCOX. THIS FOR IMMEDIATE USE FOR FLIGHT SAFETY REVIEW.
 1718Z APR JEDKF

00731

OFFICE OF THE USAF
HICKAM AFB, HAWAII

UNCL

RESTRICTED

RE: CASE NO 10

RE: CASE

RESTRICTED

From AFHQ-4B

Using FS 6190 and 1217001.

All findings not due this by until 26 Apr with possible ext that deadline.

UNCL

1 1

Lt Col Alberto/vt

D. P. PARSON, MAJ, USAF

AFHQ-4B

21 Apr 51

519

Chief, H & D Div

SECURITY INFORMATION
RESTRICTED

1/7/52	MEM'S
D/FSR	R & S
D/TL	ADP
D/PROP	SAFE ED
CLASS	SECRET

HTB313 155 00 15 3 151

XRX933
JWP0W 836

RR JEPHQ JWPNT JEDST WFOA 44

DE JWP0W 25

R 151630Z APR 52

FM HQ 3415TH TECH TNG WG LOWEY AFB COLO

TO JEPHQ/THE IG USAF HQ USAF BASH DC

JWPNT/THE DIR OF FLT SAFETY RESEARCH OFF OF THE DEPUTY IG FOR TECH

INSPECTION AND FLT SAFETY RESEARCH WORTON AFB CALIF

JEDST/CS ATTC SCOTT AFB ILL

JWFDL/CG COMBAT CREW TNG AF RANDOLPH AFB TEX

JWFDL/CG 3512TH COMAT CREW TNG WG RANDOLPH AFB TEX

R E S T R I C T E D S E C T Y I N F O (S U P P L E M E N T A L R E P O R T)
GE37AZD AF-FS-T3A. RE IR-25J 44-31715A. 6 APR 52 MAJOR ACFT ACDT.

A. 8 APR 52 1047 MST GRID COORDINATES 39 DEG 52 MIN N 129 DEG 20 MIN W

C. PILOT ARTHUR BURT WILCOX CAPT MC SQ SFC 3511TH CGT TNG ATTC RANDOLPH AFB NONE FATAL

E. COPILOT MERRILL EDWARD SMITH LT COL MC SQ SFC 3511TH CGT TNG ATTC RANDOLPH AFB NONE FATAL

NAVIGATOR FRANKLIN EARL WICK CAPT MC SQ SFC 3511TH CGT TNG ATTC RANDOLPH AFB NONE FATAL

PAGE TWO JWP0W 25

ENGINEER JOHN M ALTGELT TSGT 3515TH MAINT BRISTOL AFB ATTC RANDOLPH AFB NONE FATAL

PASSENGER DR DONALD A VESTAL CIV TA&D 3511TH CGT TNG GP RANDOLPH AFB NONE FATAL

PASSENGER EUGENE VIRGIL BARREL MAJ MC SQ SFC 3511TH CGT TNG ATTC RANDOLPH AFB NONE FATAL

PASSENGER WILLIAM RAY HANCOCK MAJ MC SQ SFC 3511TH CGT TNG ATTC RANDOLPH AFB NONE FATAL

PASSENGER ANDREW FRANCIS BELOVSKY CAPT MC SQ SFC 3511TH CGT TNG ATTC RANDOLPH AFB NONE FATAL

PASSENGER LORENCE S ELLIOTT CAPT MC SQ SFC 3511TH CGT TNG ATTC RANDOLPH AFB NONE FATAL

PASSENGER BOYCE ALLEN BRASINGTON 2ND LT MC SQ SFC 3511TH CGT TNG ATTC RANDOLPH AFB NONE FATAL

PASSENGER DAVID A DARL A2/C MAJ MC SQ 3537D AFB ATTC SHAW AFB NONE FATAL

J. A-2

15/1747Z APR 52 JWP0W

ref # 4/321

(1572)

SECURITY INFORMATION
RESTRICTED

REF ID: A7139

DISTRIBUTION	
D/IR	MEQ 6
OP/RE	PLA G
O/TH	ADM
O/AN/CG	CAF PG
TEST	TESTING

NTA092

XX141

JWPOW 107

RR JEPHQ JWPNT JEDST JWFDL 444

DE JWPOW 54

R 112200Z ~~(ND)~~

FM HQ 3415TH TECH TNG WG LOWRY AFB COLO

TO JEPHQ/INSPECTOR GENERAL USAF HQS WASHDC

JWPNT/DIR OF FLT SAFETY RESEARCH OFFICE OF THE DEPUTY GEN FOR TECH

INSP AND FLT SAFETY RESEARCH NORTON AFB CALIF

JEDST/CG ATRC SCOTT AFB ILL

JWFDL/CG COMBAT CREW TRAINING AF RANDOLPH AFB TEX

JWFDL/CO 3510TH COMBAT CREW TNG WG RANDOLPH AFB TEX

RESTRICTED SECURITY INFO/SUPPLEMENTAL REPORT

GE 3631 AF-FS-T3A. RE TB-25J 44-31015A 8 APR 52

A. 8 APR 52 UNKOWN GRID COORDINATES 39 DEGREES 50 MINUTES N 105 DEGREES

20 MINUTES W

B. TB-25J-30NC 44-31015A 3515TH MAINT SQ 3515TH M&S GP ATRC TANDOLPH

AFB DESTROYED

12/1504Z APR JWPOW

ref T# 4/408

0468

13:01

DATE: 11/25/68

SECURITY INFORMATION

HTB 603
XK 154
XK 274
JWPOW 269
OPOP JEPHQ JWPNT JEDST JWFDL 444
DE JWPOW 56
CP 1004382

CD

FM HQ 3415TH TTWG LOWRY AFB COLO
TO JEPHQ/INSP GEN USAF HQS USAF WASH 25 D C
JWPNT/DIRECTORATE OF FLT SAF RESEARCH OFF OF THE DEP INSP GEN TENN
INSP AND FLIT SAF RESEARCH NORTON AFB CALIF
JEDST/CG ATRC SCOTT AFB ILL
JWFDL/CG COMBAT CREW TRA AF RANDOLPH AFB TEX
JWFDL/CG 3516TH COMBAT CREW TRAINING WG RANDOLPH AFB TEX
/R E S T R I C T E D S E C T Y I N F O/PRELIMINARY REPORT OF MAJOR
ACCIDENT/GE 3276. AF-FL-13A.

- A. 8APR68 CMA UNKNOWN CMA GRID COORDINATES 32 DEG 50 MIN N CMA 105 DEG 20 MIN W.
- B. B-231-30NC CMA 44-31015A SMCLN UNKNWON CMA UNKNOWN CMA ATRC. CAM RANDOLPH AFB SMCLN DESTROYED.
- C. PILOT CAPT H B WILCOX CMA UNKNWON CMA UNKNWON CMA ATRC CMA RANDOLPH AFB CMA NONE CMA FATAL.
- D. SMAE.
- E. COPILOT CMA MERRILL EDWARD SMITH CMA LT COL CMA UNKNOWN CMA UNKNWON CMA ATRC CMA RONDPLPH AFB CMA NONE CMA FATAL. NAVIGATOR CMA FRANKLIN EARL WICK CMA CAPT CMA UNKNOWN CMA UNKNOWN CMA ATRC CMA RANDOLPH AFB CMA NONE CMA FATAL. ENGINEER X JOHN M. ALTGELT X T/SGT X UNKNOWN X UNKNOWN X ATRC X RANDPLPH AFB X NONE X FATAL. PASSENGER X DR. DONALD A VESTAL X CIVILIAN X UNKNOWN X UNKNOWN X ATRC X RANDOLPH AFB X NONE X FATAL. PASSENGER X EUGENE VIRGIL MARKEL X MAJOR X UNKNOWNX UNKNOWN X ATRC X RANDOLPH AFB X NONE X FATAL. PASSENGER X WILLIAN RAY HAUCHEY X MAJOR X UNKNOWN X UNKNOWN X ATRC X RANDOLPH AFB X NONE X FATAL. PASSENGER X ANDREW FRANCIS CELOVSKY X CAPT X UNKNOWN X UNKNOWN X ATRC X RANDOLPH AFB X NONE X FATAL. PASSENGER X LORENCE G ELLENBERG X CAPT X UNKNOWN X UNKNOWN X ATRC X RANDOLPH AFB X NONE X FATAL. PASSENGER X BOYCE ALLEN BRASINGTON X 2ND LT X UNKNWON X UNKNOWN X ATRC X RANDOLPH AFB X NONE X FATAL. PASSENGER X DAHL X D. A. X A/2C X UNKNOWN X UNKNOWN X UNKNOWN X SHAW AFG X NONE X FATAL. /11/ ELEVEN PERSONS ABOARD CMA ALL FATALLY INJURED.
- F. /AIRCRAFT ON IFR CONDITION. OVERSHOT DENVER VAR RANGE AND COLLIDED WITH MOUNTAIN TWENTY FIVE MILES WEST OF LOWRY AFB./
- G. NONE.
- H. UNKNOWN.
- I. FAIRFAX MUNICIPAL AIRPORT CMA KANSAS CITY CMA TO LOWRY AFB.
- J. UNKNOWN.
- K. 10000 FT CMA ESTIMATED 2000 OVERCAST CMA VIS 10 CMA TEMP 44 CMA DP 34 CMA WIND NNE 12 KNOTS CMA LTIMETER 2987 CMA SHOWERS WEST THRU NORTHWEST. /1000 MET DEQ./
- L. 2100 SQ FT OF TIMBER DESTROYED. OWNER UNKNOWN.

11/25282 APR JWPOW

612114

refer to # 4/321